

8 MARCH 1973 15p

BMW IN GROUP 2 - NEW SCOTT F2 - SPORTS EXTRA

AUTOSPORT

Jackie Stewart supreme in South African GP





1st European Saloon Car Championship 1971



1st R.A.C. Rally 1972



1st Uni-Royal R.A.C. Rally Championship 1971



1st Touring Car Category Le Mans 1972



1st Circuit of Ireland 1971



1st World Cup Rally 1970



1st Spa 24 hours 1972



1st East African Safari 1972

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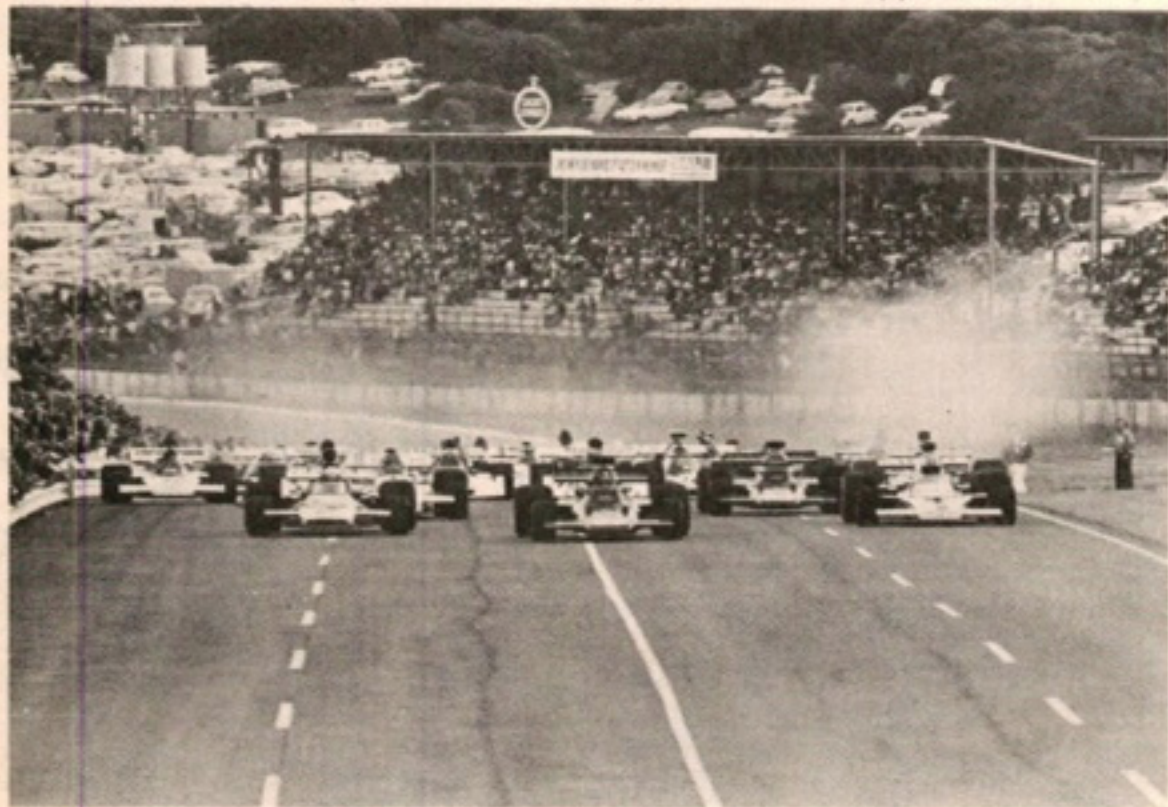


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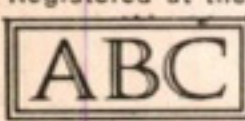
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EDITORIAL

Kyalami controversy

Three aspects of last Saturday's South African Grand Prix are worth highlighting in more detail. They concern Jackie Stewart's brilliant and controversial win, Mike Hailwood's daring rescue of Clay Regazzoni from his blazing BRM, and Jody Scheckter's splendid drive.

In practice Stewart's Tyrrell suffered brake failure; for the race he took over François Cevert's car, which was equipped with a new wing and rear end set-up, and started from 16th place on the grid. By lap 7 he was in the lead, taking the chequered flag with almost 25 sec advantage. It was a classic case of the driver overcoming enormous odds to succeed, and to succeed brilliantly. The only black mark was the notorious yellow flag incident, in which Stewart is alleged to have overtaken Peter Revson while these "hold position" warnings were on display. Let it be recorded immediately that Stewart would undoubtedly have won had he performed this misdemeanor or not. The stewards of the meeting, however, obviously believed there was a case to answer from the other team's formal protests. The Scot was duly reprimanded, but after a hearing that was rescinded. It does indicate that organisers' standards vary from one circuit to another. There have undoubtedly been many similar incidents in British club racing since the rule was tightened up at the beginning of 1972, but none more famous than at the Race of Champions meeting last year. Graham McRae, driving all F5000 opposition into the ground, overtook on the yellow flag. He wasn't reprimanded, though. He was deprived of his win, his championship points, and the prize money.

The Boys' Own Paper-style rescue of Regazzoni by Hailwood following the third lap accident (detailed in our report which begins on page 10) brings another organisational flaw into the open. The marshals, who were equipped with fireproof clothing of sorts, simply weren't wearing it. While they were in shorts and tee shirts it was left to Hailwood, his own overalls ablaze, to snatch the Swiss from the inferno. Standards do indeed change, for let it be remembered that the Grand Prix Drivers' Association, in its wisdom, last year voted Kyalami joint winners with Brands Hatch of their Flag Marshals' Trophy.

Hailwood is to be presented with a special Marlboro Jo Siffert Rouge et Blanc award for his bravery. That is in addition to the regular award, which rightly went to Scheckter. The young South African led his country's Grand Prix for a short period, and was a steady second until mechanical trouble intervened about halfway through. But while he is an obvious asset to the McLaren team, in many ways he is an embarrassment. They have two first-class drivers in Denny Hulme and Peter Revson, and Scheckter's F1 season will be a very limited one. McLaren, to whom he is closely contracted, are grooming him for stardom later in his career. For Scheckter, it will be a frustrating period to endure.

our cover picture

Jackie Stewart and Tyrrell, recorded by Nigel Snowden by a prism effect as he won last Saturday's South African Grand Prix.

Photo: Phipps Photographic

Pit and Paddock

Works Martini Carreras

Gijs van Lennep and Herbie Müller will drive the works Porsche GT Carreras this year in the European rounds of the Manufacturers' World Championship. The entrant will be Martini Racing, this being the first occasion that a private team has been in charge of the official Porsche works cars.

This news was given last Monday at the now traditional annual Martini Press Conference, held in the Pavillon d'Armenonville in the Bois de Boulogne with the customary excellent Martini hospitality. Count Gregorio Rossi de Montelera, president of Martini Racing, introduced the new Martini/Porsche drivers against a background of a Martini Racing Team 917 of two years ago and the latest Carrera RSR which will be raced this year. Count Gregorio went on to say that the word "team" had been dropped from the title since Martini Racing, with both GT and F1 involvements, will be in fact more than one team. The agreement with Porsche is for three years and two cars will be entered, one for Gijs van Lennep and Herbie Müller, the other ideally for drivers of the nationality of the country holding the event, though at the first race at Vallelunga George Follmer and Willi Kauhsen will be driving; Helmuth Koinigg,

for example, is being tested for a drive in the Osterreichring 1000 Km.

The cars will be the Porsche Carrera RSRs, at present with the 300 hp 2.8 litre engine, though a 3 litre version will appear later this year; no Can-Am or prototype activity is envisaged. Shell, Bosch, Dunlop and Bilstein are all supporting the Martini effort, but Count Gregorio emphasised that he did not want to be regarded as a sponsor, but rather as a private team, preferring the image of such equipes as Ecurie Francorchamps or NART to what he considered the present day poster usage of racing cars.

Regarding Formula 1 he confirmed that only one car will be entered by Martini Racing, a Tecno, to be driven by Chris Amon, whose BMW commitments preclude him from any drive in the Carrera. Two chassis are being built for the Tecno, the Fowell version in England and the McCall in Bologna, and a choice will be made jointly by Amon, Pederzani and Martini Racing, the first race to be the Spanish GP on April 29.

Questioned on the intended production of Carrera RSRs, Manfred Jantke, the new Public Relations Director of Porsche, replied that production of 35-40 cars was envisaged in 1973.

The Martini colours return to sports car racing this year, with a Porsche Carrera for van Lennep/Müller.



The remains of Regazzoni's BRM chassis after the controversial accident. Regazzoni's life was saved by Hailwood.



International Silhouette saloons?

The CSI are expected to announce in a few weeks that the 1975 World Championship for Makes will be for the new Silhouette Formula.

As announced in last week's Group 2 1973 preview, there is growing support from such companies as Ford and BMW of Germany for much freer limitations in saloon car racing and those concerns together with such eminent organisers as the AC de l'Ouest (organisers of Le Mans 24 Hours) are fully in support of the Silhouette Formula.

The basic ideas of the Silhouette Formula are for production saloon and sports cars to retain the same basic shell and engine and keep the same position of the gearbox and engine. Everything else will be free.

Therefore there will be no homologation problems, which have ruined, in many ways, Group 2, particularly for BMW with their heavy CSL.

With such strong support for the idea, BMW's competitions manager Jochen Neerpasch said that he expected the CSI to announce the 1975 World Championship of Makes in the next few weeks.

As saloon car racing will be getting freer in those areas, it is expected there will be more stringent regulations imposed on Group 2 racing. Some suggest that the ETCC will be for G1.

Quick Parnelli

The latest Maurice Phillippe designed Parnelli USAC has been putting in some staggering lap speeds at the Texas International Speedway during testing recently. Last week Mario Andretti did an all time quickie of 211.755 mph for a single lap and averaged 205.3 mph over a 50-lap run.

Disappointment for Jody Scheckter and Phil Kerr (left) when Scheckter's engine failed near the end after a brilliant performance by the South African.



Rondel test

Rondel began the serious testing of the works Motul F2 cars this week but a damp Goodwood precluded any really quick times. However while tyre testing on Monday both Tim Schenken and Henri Pescarolo (who was driving the car for the first time) got down to 1 m 11.9 s. A confident Ron Dennis predicted times in the mid 1 m 10 s during the week if conditions are right. They were reluctant to disclose what engines they were using but did let it slip that they had to drop a transistor box into a well-known Derby-based engine specialist last week which can only mean Alan Smith FVDs. So far three of the works cars have been built, while the car sold to Tate of Leeds for Chris Meek was delivered and tested last week.

Tim Schenken drove it at Silverstone before Meek got in the car and within three laps of flat-out driving got under the outright lap record. Incidentally the story goes that when Rondel delivered the car to Tate's showroom it was so immaculate that the Escort which Tate's are running for Meek had to be quickly sent to the paint shop for a respray.

The first appearance of the Motul Rondel team will be at the first basic championship round at Hockenheim.

Imola off

The Formula Two complimentary race scheduled for Imola on April 1 has been cancelled. The Italian organisers announced the decision last week when it became clear that the circuit would not be completed in time. There is a possibility that the meeting may be rearranged for sometime later in the year. This means that after this weekend's meeting at Mallory Park the next F2 race will be Hockenheim on April 8.

Le Mans entries

Four Matras, three Ferraris and two Gulf Mirages are entered for this year's Le Mans 24 Hours on June 9-10. The entry list for the race was announced this week and contains most of the World Championship for Makes top runners, with the exception of Alfa

Romeo.

Porsche Carreras, Ferrari Daytonas, Ford Capris and BMW CSLs are predominant in the entry list, and with their reliability factor, could well win the race. After all, a Carrera won the Daytona 24 Hours.

| | | |
|--|--------------------|--|
| GROUP 5 | | |
| Equipe Gitanes—Cigarettes de France | Lola T282 | J. L. Lafosse/R. Wisell |
| Ecurie Antar—Filipinetti | Lola T282 | X/X |
| Ecurie Jolly Club | Porsche 908 | R. Jost/P. Blancpain/M. Casoni |
| Paul Blancpain Racing | Porsche Spyder | J. Fernandez/Ci. Haldi |
| Escuderia Montjuich | Duckhams Ford | X/X |
| Duckhams Oil Motor Racing | Ferrari 312 | X/X |
| NART | Gulf Mirage Ford | D. Bell/H. Ganley |
| Gulf Research Racing Company | Gulf Mirage Ford | M. Hailwood/J. Watson |
| Equipe Matra | Matra-Simca | J-P. Beltoise/H. Pescarolo |
| Equipe Matra | Matra-Simca | F. Cevert/G. Larousse |
| Equipe Matra | Matra-Simca | P. Depailler/J-P. Jabouille |
| Equipe Matra | Matra-Simca | J-P. Jaussaud/B. Wollek |
| Ferrari Sefac | Ferrari 312P | X/X |
| Ferrari Sefac | Ferrari 312P | X/X |
| Ferrari Sefac | Ferrari 312P | X/X |
| Claude Laurent | Ligier JS2 | Cl. Laurent/M. Delalande |
| Automobiles Ligier | Ligier JS2 | G. Ligier |
| Porsche Kremer Racing Team | Porsche Carrera | E. Kremer/P. Keller |
| Equipe Gallia—Ecurie Antar—Filipinetti | Lola T292 | X/X |
| Pierre Maublan | Chevron B23 | R. Mieusset |
| Escuderia Montjuich | Chevron B23 | José Juncadella/J. de Bagnatoni, Javier Juncadella |
| Ecurie Bonnier | Lola T292 | X/X |
| Ecurie Bonnier | Lola T292 | X/X |
| Michel Dupont | Chevron B23 | M. Dupont |
| Sigma Automotive Co | Sigma MC73 | T. Ikuzawa/P. Daibo |
| GROUP 4 | | |
| John Greenwood | Chevrolet | X/X |
| Greder Racing | Chevrolet-Corvette | H. Greder/M. C. Beaumont |
| Franco Britannic Autos Ltd | DeTomaso Pantera | J. Vignatier/G. Chasseuil |
| Wicky Racing Team | DeTomaso Pantera | A. Wicky/P. F. Rousselet |
| Ecurie Francorchamps | Ferrari 365 GTB/4 | X/X |
| NART (Trophée Chinetti) | Ferrari 365 GTB/4 | X/X |
| NART | Ferrari 365 GTB/4 | X/X |
| NART | Ferrari 365 GTB/4 | X/X |
| Automobiles Charles Pozzi | Ferrari 365 GTB/4 | X/X |
| Porsche Club Romand | Porsche Carrera RS | Chenevière/Zbinden/Keller |
| Porsche System Engineering Ltd | Porsche 911 | G. Van Lennep/H. Muller |
| Porsche System Engineering Ltd | Porsche 911 | X/X |
| Porsche System Engineering Ltd | Porsche 911 | X/X |
| Jean Egreteaud | Porsche Carrera RS | J. Egreteaud/J. C. Lagniez |
| GROUP 2 | | |
| BMW | BMW 3.0 CSL | C. Amon/H. Stuck |
| BMW | BMW 3.0 CSL | T. Hezemans/D. Quester |
| Wicky Racing Team | BMW 3.0 CSL | P. Mattli |
| Ford | Ford Capri 2600RS | G. Birrell |
| Ford | Ford Capri 2600RS | D. Glemser |
| Ford | Ford Capri 2600RS | X/X |

Barclays back three cars



Guy Edwards — G5 and F5000.

After an initial year of sponsoring a Lola T290 2-litre sports car for Guy Edwards, Barclays International, Britain's biggest bank, have announced that they will continue to support Edwards in an expanded programme.

They will field a three car team during 1973, two 2-litre Lolas and an F5000 Lola.

The European 2-litre sports car championship will once again be the team's main priority, last year Edwards finished third, and this year Edwards will drive the

works Lola T292 using either a Chevrolet Cosworth Vega or Alan Smith FVD engines. The car will be entered under Barclays International/Team Lola, which marks the return of Lola to running a fully backed factory car in a major championship.

An identical T292 will be entered under Barclays International racing with Lola for American SCCA driver Jim Busby, who after two successful seasons in America with Chevrons will be doing a full European season. He will use 1930 cc Alan Smith FVCs until the FVD becomes available.

As well as the 2-litre championship the two drivers will share one of the cars for some of the world championship sports car events.

In addition to the sports car programme Barclays in conjunction with John Butterworth (whose McLaren M10B Edwards drove on occasions last year) and Amoco Petroleum will be running a new Lola T330 in all the Rothmans F5000 Championship events.

● The BARC (Surrey Centre) are holding a drivers forum on March 8 when guests will include Chris Craft, Tony Lanfranchi, John Hine, Gerry Marshall, Mike Crabtree, Martin Birrane, John Quick, Simon Taylor and David Mills. The venue is the Drift Bridge Hotel, Reigate Road, Ewell, Surrey. It all starts at 8 pm and everyone is welcome.

● The ex-Johnny Gerber World Championship race - winning Elden-Rowland Mk 10 has been bought by Scotsman Andrew Jeffrey. The car, which has been entered for the Croft meeting on March 11, will be sponsored by Willowbray Garage, of Edinburgh. Jeffrey has enjoyed some success in kart racing.

Cevert's shunt : Stewart acquitted



Francois Cevert — testing shunt.

It was a real weekend of ups and downs for the Elf Tyrrell team at Kyalami last weekend. After Jackie Stewart's shunt in practice, then his race win, followed by a severe reprimand for overtaking under the yellow flag, came a tyre testing shunt for Francois Cevert in the winning car on Monday and then acquittal for Stewart from his yellow flag incident.

Cevert was carrying out tyre tests for Goodyear at the circuit on Monday afternoon when, like Stewart in practice, he suffered brake failure at the end of the main straight and went off at Crowthorne corner, the fastest part of the circuit where Stewart went off. As in Stewart's shunt he was saved by the diamond mesh safety fence and a concrete wall on the outside of the circuit. Cevert was unhurt and the car not too badly damaged. The accident was caused by the chafing of a brake pipe which allowed the pedal to go straight to the floor with no braking action at all. The tyre testing has now been discontinued and the cars will be brought back to England to investigate the fault.

The reprimand imposed on Stewart after his victory in the GP has been withdrawn after an appeal by Ken Tyrrell. Robin Langford, head of South African Motor Racing Association, said on Monday that a specially convened appeal court met on Sunday and withdrew the reprimand.

Surtees attacks Mallory money

John Surtees has come out with a belated attack on the agreement made between the entrants and organisers whereby the entrants get a share of the gate money. In a short statement issued last week he said "I would like to make it quite clear that it is only with great reluctance on my part, and through wishing to honour an agreement with my sponsors re participation in English races, that cars associated with my team will appear. I believe that the principle of entrants being given a percentage of the gate is a just and worthy one but, in the case of Mallory Park, it has been used in a manner which can only be detrimental to the serious entrants and F2 racing generally."

Yellow Pages competition

Spectators at the six rounds of the Yellow Pages Formula Atlantic Championship this year will be able to bet on the finishing order of the race—for a prize of £100.

At each meeting with a Yellow Pages round, there will be a form in the programme, and spectators will have to write down who they reckon will be the first five drivers home. The programme will include a "form guide" written by a top motor racing journalist, and the £100 prize, for the solution nearest to the actual result, will be awarded before the close of the meeting.

Yellow Pages feel that the project will create equal interest among expert and casual spectators alike, and it's certainly a clever way of pushing home the sponsor's name to the racegoers.

First opportunity to win comes up this weekend at the opening round of the championship at Mallory Park on Sunday: for further details of the runners and riders, see our preview on p30.

Brands crowd

Good news about the Brands meeting last Sunday. The crowd was the highest for an opening meeting since MCD have kept records for the circuit. It was 50 per cent up on expected figure and 40 per cent up on crowd for the same meeting last year. Certainly an encouraging start to the season, particularly with the racing being so exciting and action-packed.

Incidentally, the crowd for last Sunday's Mallory Park motorcycle meeting was also well up on last year's figures.

AM want F5000

After the fire in Roger Penske's garage early this year when his American Motors powered F5000 Lola T330 was destroyed it was thought that the project would be forgotten both by Penske and AM.

However, AM are apparently very keen to see one of their engines in the category and have approached Dan Gurney about the possibilities of him running an Eagle with one of their engines. However, DSG felt that he was too committed with USAC to be involved and passed on the proposal.

AM then went back to Penske and have offered him a deal which he will find hard to refuse, although no decision has yet been taken.

Flying Scott

Richard Scott was testing his new Scott F2 car seriously for the first time at Goodwood last Monday and despite using a tired 1860 engine from last year got down to the low 1 m 12 s on a damp track. Rondel who were testing on the same day could only manage a 1 m 11.9 s in the conditions.

Walker's problem



Mike Walker — no drive.

Mike Walker, 1969 Grovewood award winner and third in the 1971 F5000 championship and runner-up in last year's Lombank F3 championship, may be forced into retirement this season although he has a sponsor who is prepared to back him in F5000.

Walker, who is 27, said "I hoped that one of the teams contesting the Rothmans Championship this year would have agreed to run a car for me with the sponsorship I have obtained, but I have had no luck."

Walker, who was a leading contender in F5000 before moving to F3 "to get noticed again," has had several offers to continue in F3 where he was one of the top drivers in the works Ensign, but has declined them in the hope of being able to return to F5000.

Tasman F2 next year?

Two rather conflicting announcements from MANZ, the controlling body of New Zealand motor sport, announce that the national formula for the Gold Star series will continue to be for 5-litre stock block engined cars or 2-litre racing engined models, but that their Tasman rounds next year will be for F2 cars.

An application has been sent to the FIA requesting that they be granted permission to run the International events for F2 cars at Levin on Jan 5; Pukekohe, Jan 12; Lady Wigram, Jan 19; and at Teretonga on Jan 27.

They also hope to have an event on November 17 at a new circuit, Manfield near Fielding, for the new Pacific Motor Racing Championship which will be competed for in Japan, Singapore, Malaysia, the Philippines and Australia.

The Gold Star series regulations have been extended until 1976 in the hope that it would instil confidence in single seater racing in New Zealand which has recently shown a downward trend. They are currently negotiating for double the amount of races in this year's series and more prize money.

Birrane, Craft, Greene form Crowne Racing

The long awaited tie-up between Martin Birrane, Chris Craft and Keith Greene in a team to contest the 2-litre sports car and European GT Championships has finally been announced. The team will be known as Crowne Racing, named after Birrane's London-based group of property companies.

The cars will be a Porsche Carrera for the GT championship and a new Lola T292 for the sports car championship. Birrane, whose previous involvement has mainly been concentrated in big saloon cars, will use the Carrera mainly although Crowne Racing intend to do selected races in the International Championship of Makes, such as Le Mans and Monza, when Craft will share the driving. The Porsche has been built by Erwin Kremer who ran John Fitzpatrick's championship winning car last year.

Craft, whose experience has

taken him into virtually every class of racing, will concentrate on the 2-litre championship with the Lola which will use a BDG 2-litre engine prepared by Cosworths. Birrane will drive the car in certain non championship events. Both cars will be painted in the Crowne Racing colours of black and orange.

Keith Greene will be team manager for both cars, having recently left a similar position with the Brabham F1 team. Working under him will be four mechanics, two to each car.

Crowne Racing are interested in sponsorship arrangements with companies desiring European exposure during 1973. The team will be racing in Britain, Austria, Belgium, France, Germany, Italy, Portugal and Spain. Interested parties should contact Keith Greene at Byfleet 47311.



The season's started! Minis came a cropper at Paddock on the first lap of the Special Saloon race.

Forward Enterprises plans

Forward Enterprises have announced a most ambitious programme for the 1973 season. Again the enthusiastic company of Anthony Hutton and John Harper will be running a team of Listers in the JCB Historic Championship and other selected historic races. Three Lister-Jaguars are in the stable; a Costin-bodied model recently restored for Harper; MVE 303 which Hutton will drive, and the third Lister, 673 LMK, will be driven in certain events by Philippe Renault, well-known for his collection of Jaguars in Paris. The team will have a Lister-Chevrolet as spare.

Hutton will also drive the ex-Roger Nathan Lotus Elite in post historic events, such as the Cussons Championship which he won last year, and both Hutton and Harper will be campaigning Jaguar XK120s in the Charles Spreckley Thoroughbred sports car series.

The latest acquisition in to the Hutton stable is the JW Gulf Mirage GT40, chassis no 10001, which won the Kyalami 9 Hours two years in succession and was later sold to Malcolm Guthrie for Hailwood and Gethin. The car has been rebuilt by P&M Racing and will use a 5-litre Gurney

engine. Hutton will probably race the car in certain Castrol/MN Sports GT races while Nick Crossley will drive it in some libre races, and it will appear at some Fordsport Days.

Also announced at the Forward Enterprises gathering was Hexagon of Highgate's sponsorship of a historic sports car race at the Jaguar DC Silverstone meeting on March 24. Among entries already received are eight Listers for Hutton, Harper and Renault as previously mentioned, Gordon Lee, Nick Faure, David Ham, Chris Drake and Robert Cooper, with two D-types appearing for Peter van Rossem and Brian Classick. At the same meeting will be the first round in the Cussons Classic Car Championship for which £250 in prize money has been allotted.

Another feature of this type of meeting will be an Aston v Jaguar challenge, a type of racing which proved very popular up until the 1960 period. This year the challenge will be renewed at Silverstone on March 24 and July 7, and at Castle Combe on September 15, with 15 cars from each team appearing at Silverstone and eight from each at the Combe. The overall results will be decided on a points basis

Sunday racing at Oulton Park

Sunday racing at Oulton Park has been approved for 1973 and 1974. It has been reported in recent issues of the magazine that strong pressure was growing against Grovewood Securities' application to stage four Sunday race meetings at the circuit in 1973 and 1974. But at a meeting of the Cheshire County Council's planning committee in Chester last Thursday, the decision of the Northwich Rural DC to refuse permission for these four Sunday dates was reversed by 14 to 10.

The first of the Sunday meetings is a motorcycle meeting on March 18, but the other three concern car race meetings. The circuit's traditional Gold Cup meeting, this year for Formula 5000 cars, will be held on Sunday, September 9, and a further round in the Formula 5000 Championship will now be staged on Sunday, May 13. Finally the International John Player Formula 3 Championship meeting will be held on Sunday, October 7.

The advent of Sunday racing at Oulton Park is hoped to bring much increased attendances to the Cheshire circuit. It certainly has been a long, hard fight by the circuit to get the Sunday dates.

● BBC World Service will be covering this Sunday's F2 meeting at Mallory at 6.45 pm on short wave (5.975 MHz in 49 metre band) and at 11.45 pm on 276 metres medium wave (1088 KHz). The second transmission should be heard in Britain too.

according to the finishing order, and each race as well as the series has attracted a number of awards and trophies. Already the challenge has attracted a lot of interest and Innes Ireland, Mike Salomon and Peter Sargent are rumoured to be returning to the tracks for the races, as well as such cars as Project 212s and 214s, DBR1s, C- and D-types and lightweight Es.

Yet another series previewed last week through the efforts of Anthony Hutton, was the Charles Spreckley Series for Thoroughbred production sports cars. A formula devised for cars from the original *marque* formula of the late '50s, this new series has attracted an immense amount of support and in addition to the Forward Enterprises XKs of Hutton and Harper, notable entries are winner of the Freddy Dixon Trophy in 1959, Chris Lawrence with his famous Morgan +4 (TOK 258), Bill de Selincourt with his TR, Reg Woodcock's TR, John Pearson's XK120, Colin Campbell's Aston DB2, Michael Bowler's Frazer Nash Sebring, a trio of Elva Couriers, Philip Stokeley's Abarth Zagato and David Muirhead's Frazer Nash Targa Florio.

All in all, in addition to the JCB series, there is quite a resurgence of racing for these types of cars and it promises to go from strength to strength as the season progresses.

PAGE TOURS

THE EUROPEAN SEASON DRAWS NEARER

Three World Championship GPs have already been held and what exciting races they have proved to be. Now the series comes to Europe for the next round and stays in Europe until October. Now it's our turn to enjoy the 1973 Championship starting in Barcelona on April 29. We still have seats to most events.

SPANISH G.P. BARCELONA — APRIL 29

A few seats left on our FRI-MON weekend visit: £50. Also some seats on the one-day visit at £27.

BELGIAN G.P. ZOLDER — MAY 20

At only £23 for a SAT-MON weekend, this visit has proved very popular. Some seats left.

INDIANAPOLIS 500 — MAY 28

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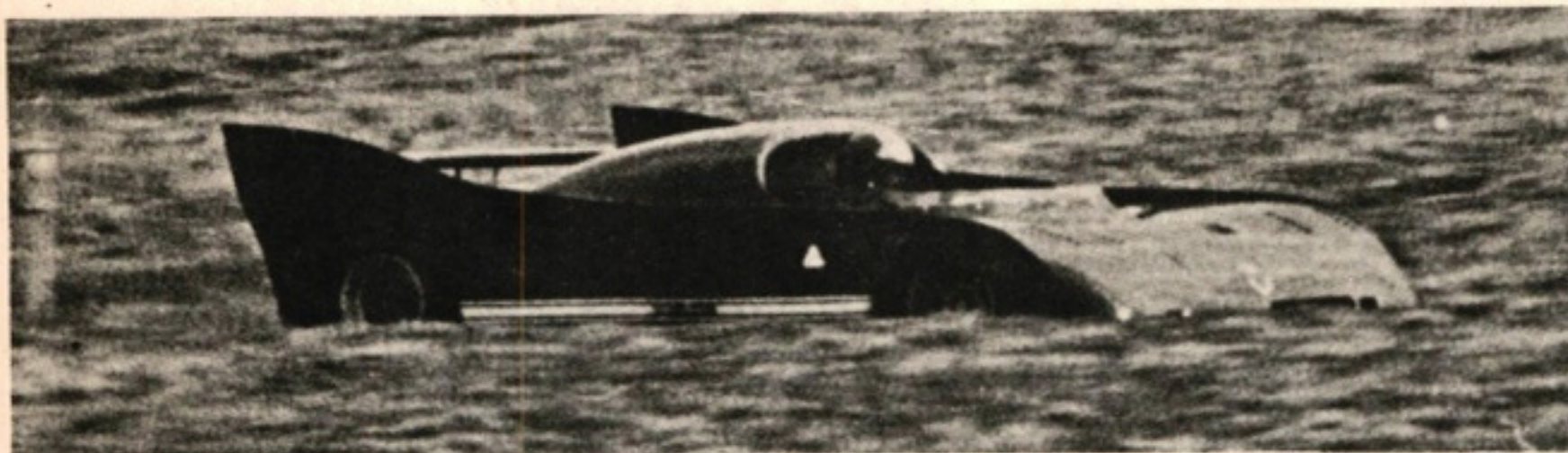
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New flat 12 Alfa Romeo tested



Rolf Stommelen tested the latest Alfa G5 car last week fitted with the flat 12 engine and new bodywork.

BRIEFLY . . .

● Watch out for next week's AUTOSPORT, which will contain a free pull-out poster. This will illustrate in full colour a selection of profiles of cars that will be seen on Britain's race tracks this year.

● Another win for Richard Petty last week in the NASCAR Grand National Championship. In his bid to become champion for the sixth time he took his STP Dodge to a comfortable win at Richmond on February 25. Buddy Baker was second from Cale Yarborough and Bobby Isaac. King Richard now stands second to James Hylton in the championship table.

● Twenty-four-year-old David Fox, of Ealing, London, has won a complete course of lessons at the Jim Russell International Racing Drivers' School and a weekend at the Monaco Grand Prix. These are the prizes for a competition run by the Marlboro World Championship Team, who are to organise a prize-giving day at Snetterton on March 20 for David and the six runners-up. Among the prizes were 25 one-year subscriptions to AUTOSPORT. The competition was judged by Graham Hill, Howden Ganley, Vern Schuppan, Marlboro World Championship Team's Alan Lowe, and the editor of AUTOSPORT.

● Following Richard Lloyd's drive in to third place of last Sunday's Group 1 race at Brands in a borrowed Chevrolet Camaro, the car was bought by Les Leston, who intends to race it in Group 1 this year.

● An F2 series in Japan at the end of this year? Maybe. Motor Race Consultants have received a letter from the Japanese authorities inquiring about the possibilities of running a series after the end of the European season. A decision is expected within the next month. The Japanese GP will be held as usual in May and a number of F2 cars are expected to take part.

● David Hepworth will be attacking InterSerie and the RAC Hillclimb Championship this year. In InterSerie Hepworth has acquired the Alcan BRM P167 that Ganley raced last year and will race that in the early InterSerie rounds, but also has a new BRM CanAm car which has not previously been seen. Hepworth acquired the car, which was to have been the marque's 1973 InterSerie car before BRM shelved plans to continue in this type of racing.

About his hillclimbing exploits, Hepworth is still remaining secret apart from stating that he has built a completely new 4wd car which is much lighter and gives much more power.

More money for Atlantic

Yet more money is announced this week for Formula Atlantic. Weber carburettors are putting up £300 as an extra prize for fastest laps and lap records.

One point will be awarded to the driver setting up the fastest lap at each race with an additional point if it is a record. The award is open to all competitors using Weber carburettors. The driver amassing the greatest number of points of the year will receive £200 and the runner-up £100.

Competitors qualifying for the prize must register with the Publicity Department, Weber Carburettors, Great West Road, Brentford, Middlesex, who will keep the tally during the season. Drivers will be expected to display two Weber stickers on their cars and to inform Weber within 14 days of establishing a fastest lap. Competitors are invited to apply immediately for stickers and registration forms.

Wingfield's plans

John Wingfield and Gerry Marshall have recently set up a racing organisation to be run in conjunction with their Marshall Wingfield Ltd, Finchley Road Showroom. They have set up a team which can take on contract preparation of any type of racing car.

Initially the team will be preparing and entering a Brabham BT40 for Wingfield to drive in F2 and Yellow Pages Atlantic races and will be preparing their own engine for both classes. Len Bridge has been working on engine development throughout the winter and the F2 BDA is now giving 265 bhp at 9000 rpm. Chief mechanic for the team will be Roger Tolson.

Plans to run a separate Atlantic car for Gerry Marshall have been dropped temporarily pending sponsorship but meanwhile he has arranged the purchase of an ex-DTV G1 Firenza for the team to run for ex-kartist Derek Brunt.

Further information regarding the preparation business from Marshall Wingfield Ltd, 856 Finchley Road, Temple Fortune, London NW11 (01-458 4204/5).

Watson fast in Mirage

The Gulf Mirage testing at Vallelunga was completed last week and in total they ran over 2000 kms without any kind of trouble. The gearbox problems suffered at Daytona seem to have been cured as nothing on the cars other than tyres had to be changed. John Watson was the fastest of the drivers posting a 1 m 11.3 s. The car was using the Cosworth DFV engine.

Tim Schenken was also there with Brian Redman testing the new Ferrari which Schenken said was very good. The Australian is doing a great deal of testing for Ferrari at the moment. Could he possibly get a ride in an F1 car? "No comment" said Tim.

New Avenger

THE Hillman Avenger is Chrysler's best-selling car in Britain. It is therefore interesting that a two-door version is now offered which gives a useful price reduction and, for the likes of you and me, saves a bit of weight in conjunction with a more rigid shell. If you do need four doors, stick to the existing models, but if two doors will suffice, the new model offers advantages.

The Avenger is too well known to need a full description. The shell has not been altered except to take two wide doors, only the slightly extended rear quarters being noticeably different. Models range from the basic saloon, with drum brakes and cross-ply tyres, at £893.31, to the Avenger GT at £1143.44. The standard engine of 1250 cc gives 53 bhp, there is an optional 1500 cc engine of 63 bhp, and a twin-carburettor GT version of the latter develops 78 bhp.

Naturally, I decided that the GT would interest AUTOSPORT's readers more than the less potent models, when I was offered a choice in the South of France. Having gained some impression of the maximum speed on a very wet autoroute, I set off for the mountains, where many corners are sufficiently open to be taken fast without putting the citizens of the republic in peril.

I enjoyed the little GT. It is nicely balanced and handles well, with a good gearchange. Though the weight saving is not large, the car feels lively and accelerates well out of the slower bends. The sound level is completely acceptable for such a machine and this is just as useful a family car as the lower-powered Avengers. Disc front brakes and radial ply tyres are standard on the GT, which handles remarkably well for a car of such conventional design. It has round instruments, including a rev-counter, 2-speed wipers and reclining seats.

JVB

Car tested: Hillman Avenger Two-door GT, price £1143.44 including tax. Performance (maker's figures): Maximum speed 99 mph. Speeds in gears: Third 75 mph. Second 50 mph. First 30 mph. Acceleration: 0-30 mph 4.0 s. 0-50 mph 8.9 s. 0-60 mph 12.9 s. 0-70 mph 17.7 s.

Lol Hopkins used the ex-David Hepworth BRM P154/167 at Silverstone last Saturday for the first time. See story on page 50.



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ALL YOUR WEEKEND SPORT

CROFT ON SUNDAY

First ever STP
prod sports race

Highlight of this Sunday's championship race meeting at Croft is the first ever STP production sports car championship round. Fought over 10 laps of the 1.75 mile circuit, road-going production sports cars entered in this attraction include the fabulous Surely Faure for Nick Faure, but what about former mod sports man Alan Minshaw in a Porsche 911E or Peter Semus in a 5.4-litre Corvette—can they start the championship with a win?

Throughout the field there are battles expected, whether it's with Julien Stock's Europa Special, Barry Joell's Clan Crusader, Shaun Jackson's Triumph TR6 or even Bill Sydenham's little Honda. There's plenty more too, in each of the four classes.

At the other end of the scale, there is a good, competitive entry for the special saloon races which qualify for both the MCD and the new Esso Uniflo Northern saloon championships. Local ace Chris Meek will be set for a win in his ex-Abbott Escort, but he has plenty of opposition, like



Triumph TR6 for Shaun Jackson.

Doug Niven's Boss Capri V8 or the Escorts of Tony Sugden, John Calvert or John Myerscough.

Also well-supported are the smaller classes, with Ian Bax and Bernard Bird making a rare appearance at Croft with their Minis and Alex Clacher, Sédric Bell and Andy Barton expected to carry on with their titanic battles in the 1-litre class.

Clubmen's line-up

Another championship to get underway on Sunday, is the Shell clubmen's formula series. From a packed field, who is going to set the pace in clubmen's this year? Our bets are on Noel Stanbury's works Gryphon, but what about Barry "Catchpole" Foley's St Bruno, Sid Marler's Gryphon, Rob Cochran's Bladon or the Holbay-engined U2s of Richard Mallock, Vernon Davies and Brian Husbands. It's sure to be fast and close.



At Croft, Stanbury (left) and Meek.

There's single seater racing as well on the bill. The Formula 5000 Chevron B24s of Tony Dean and Bob Brown are expected to make their debut and should have the *libre* race to themselves. But what's that on

the entry list, a 5-litre F1 Brabham for John Brannigan—should be interesting! From the assorted but full FF field, our bets for victory are on Pete Clark's Crosslé 25F. The full programme of races is completed by a mod sports thrash and here John Absalom has installed a 1760 cc motor in his Ginetta G4, so that really should fly.

It certainly promises to be a great start to the Croft season. Organised by the BRSCC's Northern centre, the first race on Sunday is expected to start at 2 pm and the circuit is situated five miles south of Darlington.

MALLORY F2 STARS

The first British International race meeting of the year takes place at Mallory Park this weekend. It's the very first European Formula 2 Championship round and sees a great confrontation between the BMW-powered March cars and the remainder of the entry which use Ford engines.

Drivers such as Beltoise, Jarier, Mass, Beuttler, Coulon, Williamson, Gethin, Morgan, Birrell, Watson, Hunt, Scott and the Brambillas will be competing around the tricky Mallory Park conditions in two 50 lap parts.

There is a great supporting programme for Formula Atlantic, Formula Ford and road-going and full-racing saloons. Practice on Saturday, racing on Sunday.

See our comprehensive preview on pages 30 and 31.

INTERNATIONAL DIARY

March 9/11
Lyon - Charbonnières / Stuttgart - Solitude Rally, Germany.
March 11
Mallory Park, England (Formula 2 Championship, round 1).
March 13/18
TAP Rally, Portugal.
March 17/18
Brands Hatch, Race of the Champions, England (F1, F5000).
March 18
Carolina 500, USA (NASCAR).
March 25
Vallelunga 1000 kms, Italy (World Championship of Makes, round 2).
Monza, Italy (European Championship for Touring Cars, round 1).

Zandvoort's future is assured

The future of Zandvoort now looks secure for a number of years. It has been granted a licence for this year and will run the GP on July 29 as originally planned. This has given the local council sufficient confidence to allocate two-and-a-half million florins for the complete modernisation of the circuit.

The work will take two years to complete and will be completed by the beginning of 1975.

Macdonald buys GRD



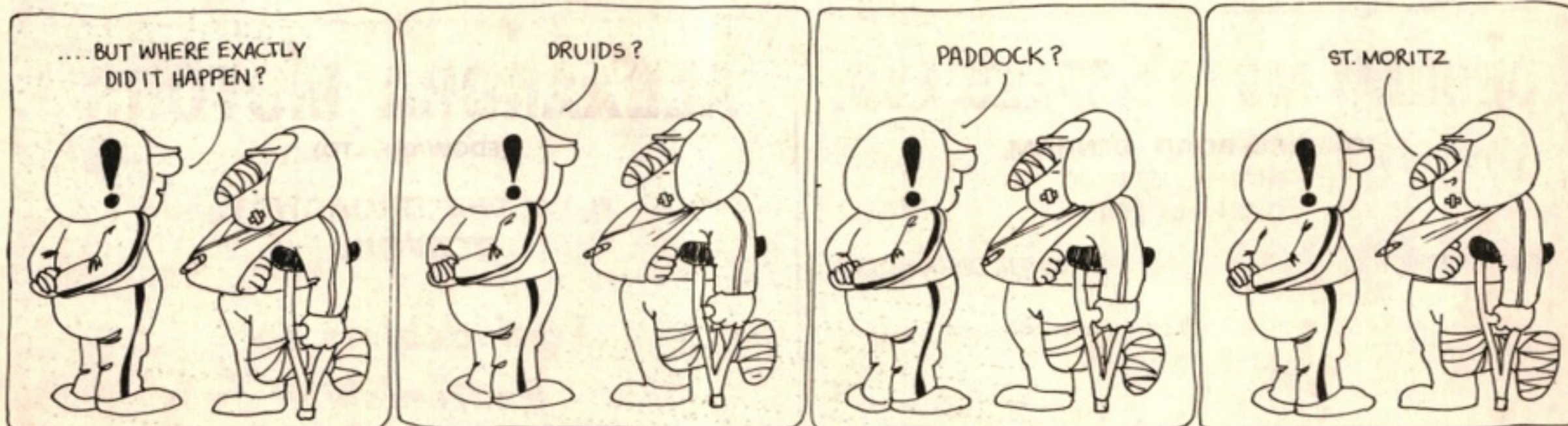
John Macdonald—new car.

John Macdonald, recently appointed manager of the Tiran Group of garages, will be returning to the Formula 3 scene this year with a GRD. He purchased the remains of Masami Kuwashima's 1972 car which have been built up around a new monocoque. He will use new Vegantune engines and will contest all the major championships.

The car will be entered by Ralph Macdonald Racing which is run in conjunction with his business partner, Mick Ralph. Last year Macdonald used an old March 713M before borrowing a Tiran Auto Brabham BT38. Previously he was a top runner in special saloon car racing with a 1-litre Anglia.

CATCHPOLE

By Barry Foley



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Jody Scheckter and Denny Hulme lead Emerson Fittipaldi into the first corner after the start.

SOUTH AFRICAN GP

Jackie's still there

By PETE LYONS Pictures by PHIPPS PHOTOGRAPHIC

Race Data by ALAN PHILLIPS

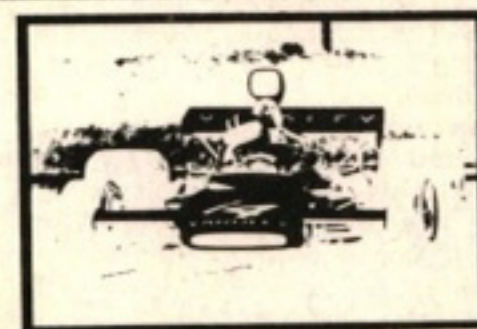
He crashed heavily in practice, he started his team mate's car from 16th grid place fitted with a rear suspension geometry he'd never tried at all, he "slalomed" through a fiery accident that caught the next car in line behind, he took the lead on the seventh lap, and finished the 79 lap Kyalami race 24½ s to the good. A controversial figure he may be, but on one point there is no argument: Jackie Stewart gets the job done in a race car.

Although in terms of winning it was a surprising Stewart/Elf Tyrrell runaway, it was not an undramatic event. The new Yardley McLaren M23 was put on to pole position by Denny Hulme and lead the first four laps until stopping to change a puncture. The tyre punctured on debris from a third-lap crash involving Dave Charlton, Mike Hailwood, Clay Regazzoni, and Jacky Ickx. Hailwood and Regazzoni came to rest together in flames; although his own driver's suit was actually burning Mike waded into the fire to try to pull the trapped and unconscious Clay out of his cockpit. Despite what was reported to be slow and ineffective fire-fighting the BRM team leader was not seriously burnt, and suffered minimal other injuries, although the car appeared to be totally destroyed.

Approaching the accident scene a few laps later Stewart allegedly overtook Peter Revson under the yellow flag; Revson, who finished second, was so sure of it that the McLaren team manager entered a formal protest. After a long hearing the stewards agreed there had been a violation and issued a reprimand to the winner. However the Tyrrell manager filed an appeal to try to exonerate his driver, who said he completed the manoeuvre before the yellow flag zone.

A remarkable drive, which earned him the Marlboro award, was that of Jody Scheckter who started from the front row and actually

led his country's GP for two laps. Emerson Fittipaldi drove a superb race, never giving up hope of catching Revson, and set fastest race lap on his way to finishing half a second behind. Arturo Merzario, pre-empted from his own Ferrari by his team mate, plugged along to finish fourth a lap down, while Hulme stopped to change a second puncture and finally finished another lap down in fifth. Having a relatively trouble-free run after tremendous problems in practice, the UOP Shadow of George Follmer finished sixth, earning its driver a championship point in his first Grand Prix.



World Championship/
round 3

Kyalami is where we expected to see several interesting new machines, and two teams did not disappoint us. McLaren presented their Coppuck-designed M23 and Advanced Vehicle Systems their pair of Southgate-designed DN1s. With the former Denny Hulme gained the first pole position of his Grand Prix career—doesn't that come as a surprise?—but with the two Shadows Jackie Oliver and George Follmer had rather a less happy week plagued by problems both fundamental and peripheral. Still they kept the faith and were there. The chance of seeing the new Ferrari evaporated on the Friday of the preceding week during first testing at Modena, when by maintaining a good temperature in the Italian winter the car demonstrated that it would overheat in the South African summer. Jacky Ickx says that the problem will be attacked by slimming the present wide nose, and the first race will be "Silverstone maybe, Spain for sure." The Brabham car is reported to be complete "except for some plating" but wasn't taken on the long journey south.

To take the actual entry list in order, John Player Team Lotus had not found very much to change on the so-far all-conquering Specials. The glued-together rear wheels had

solid magnesium filling in their sandwiches rather than honeycomb, and there were some spoked wheels on hand as well, all as a precaution against the frightening Brazilian failure. For the front were a set of 12in diameter wheels fitted with Goodyears giving the normal 20in outside diameter but (obviously) half-an-inch taller sidewall; however these were never used in practice.

Elf Team Tyrrell were very restless this week, using every moment of available time to try one combination and another of suspensions and wings and noses. Before official practice opened on the Wednesday, Stewart put in a lot of time with Cevert's usual OO6 doing back-to-back comparisons with his own OO5, which had a modified rear suspension geometry with steeply canted springs. This was put back to normal for the latter days of practice, but by the last day the rear aerofoils on both cars were in new positions far to the rear of the accustomed location. Much of this experimentation was intended to settle specifications for the new car, which is at a stage where such things must be decided. A brake failure sent OO5 into the wall at the end of the straight on Friday, so the drivers swapped cars for the race.

The elegant new M23 was the queen of the Yardley McLaren pit, Hulme sparing a few moments early on to see if his usual M19 was working well for Jody Scheckter, but concentrating on the new one which was pleasing him greatly. Just where was it showing an advantage? Everywhere, it seemed. "She's fast down the straight but she really whips through the corners as well. Seems more precise." There was the odd mechanical problem, but the largest change in original specification was to move the twin oil coolers from just behind the side water radiators to either side of the gearbox, à la M19, because of high oil temperatures. Also, shreds of rubber from the front tyres—actually only the left front tyre on this right-handed circuit—tended to clog the radiator screen until the angle of this was changed. Denny at one point tried a lip on the point of the chisel nose, a piece already neatly moulded up in glassfibre, but he couldn't feel any significant increase in downforce and had it removed. All in all the designer seemed to have the machine right first try. A car with a future, a car to beat.

The Ferrari used previously by Arturo Merzario had been replaced by an identical 312B, and this was ultimately chosen by Ickx for the race because it was better than his own, and because his own gave engine trouble. The Brooke Bond-Rob Walker (and Rob was on hand this time, his first GP of the year) Surtees Team had three cars entered, John himself down on the entry list to drive the original TS14 although during the official sessions only Mike Hailwood drove it. The idea was mainly to ensure that at least two cars would be fit and race-ready, said John; the original is now fully up to the latest A specification which includes new, stronger welded rear uprights after the Interlagos trouble. Running as a subsidiary team was Ceramica Pagnossin's familiar TS9 and Andrea de Adamich, the car unchanged. This will be replaced by one of the existing TS14s as soon as chassis 4 is ready.

STP-March as well as Clarke-Mordaunt-Guthrie-Durlacher had done no alterations to the familiar pair of 721Gs, nor had Marlboro-BRM to the trio of P160s. Unless you looked closely at the BRMs, when you found that because of transportation limitations from South America only two came directly while one went home by boat. The count was brought up to full by another chassis which had come down to Africa on its own. It was this that Clay Regazzoni selected after trying it, giving his South American one to Niki Lauda (who was a bit disgruntled, saying the new one was at least 2 s faster!). The Brabham cars were likewise unaltered.

Not so the Iso-Marlbors, for the Frank Williams team had gone back to rear suspensions taken more or less from the "Politoy's" which gave a different roll centre and a less violent camber-curve; this was made some-



Jody Scheckter's fantastic performance earned him the Marlboro award.

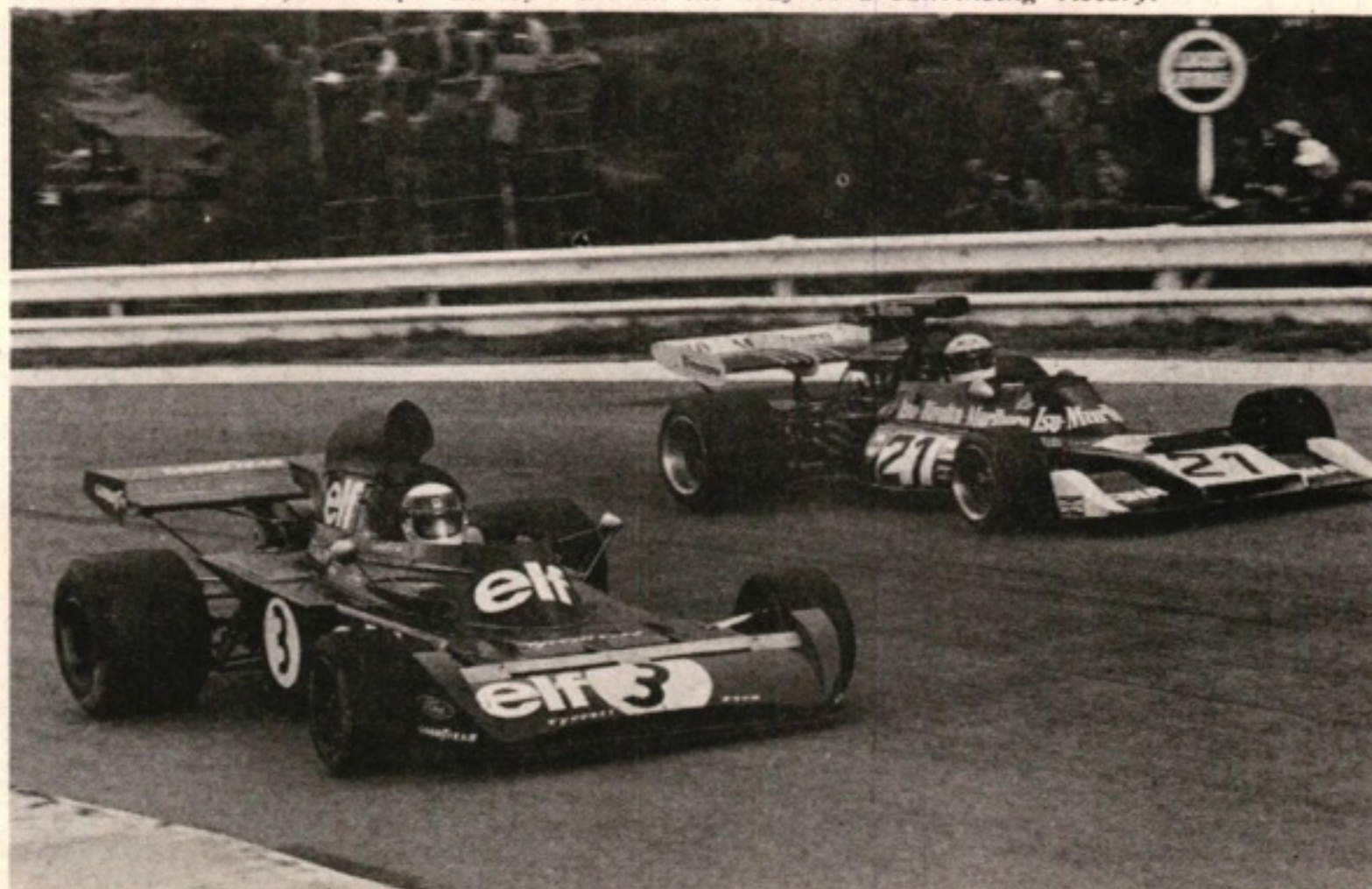
what redundant by a new Firestone with a distinctly round profile, but the net effect was a positive gain. For the first time Howden Ganley could stop worrying what nasty trick the back end was going to play and get to work on the front. The loss of Nanni Galli's services after his sports car testing injuries was made up by local veteran driver Jackie Pretorius.

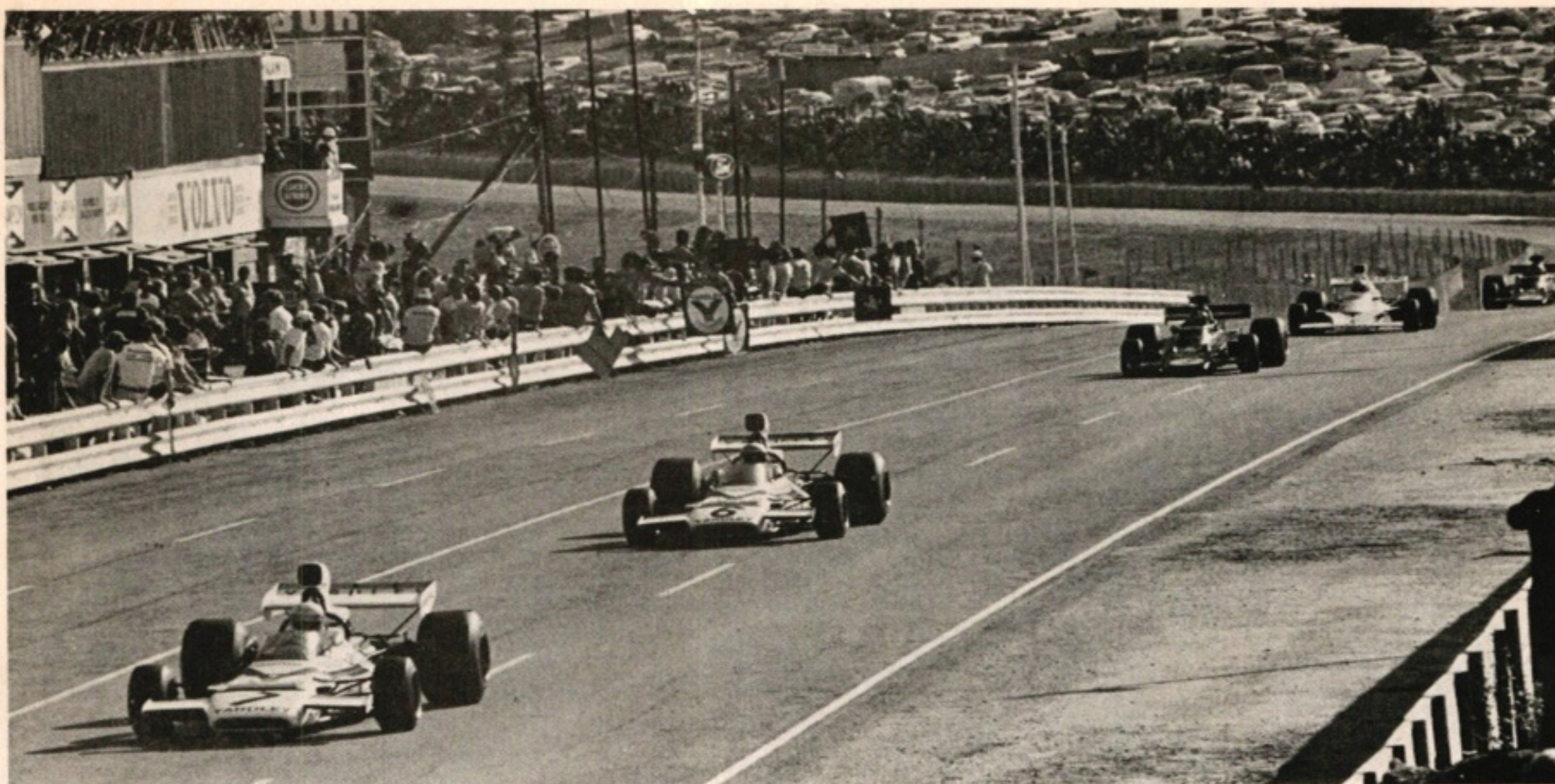
The UOP-Shadows were delayed en route when their plane spent five days marooned on an island with engine trouble. That was the start of a bad week when everything seemed to go wrong, some of it traceable to lack of testing mileage and some, perhaps, to lack of experience within this new Formula 1 team. Tony Southgate admits he was caught out by the vibration levels of a Ford DFV engine: the V12 BRM was smooth as glass and he thought nothing of mounting the Shadow's oil coolers rigidly, but after several cracked he realised he had to allow some flexibility. More serious was the sudden failure of the bottom front engine mounts in Oliver's car, when a pair of bushes pulled out of their welds on the chassis. Both cars lost a day of official practice having the area reinforced with specially made longer bolts—

the car that had actually broken (it had double the testing mileage of the other) required welding, so the entire fuel system had to be stripped from the chassis, a 10-hour job in itself! A designer from another team, watching AVS sort out this particular strife, remarked sympathetically, "Mind you, every other designer who has had to mount a DFV has had the same problem." Like the body-top that blew off on the first day of practice, a week before the race, and reduced the team to running one car only until replacements could be flown down and cleared through customs, it was one of those developmental problems that should have been found and solved in private testing, and then the world, so eager to be critical, would never have heard about it.

Finally on the list were the two local entries, both sponsored by Lucky Strike (how can there be such a thing, cries a chorus of British voices); Dave Charlton's Lotus 72 (Hooray, for once we can call a Lotus a Lotus, cries another chorus) backed by Aldo Scribante, and Eddie Keizan in the last of the original-style Tyrrells underwritten by the manager of the Kyalami circuit, Alex Blignaut. Both looked immaculate in their

Jackie Stewart's Tyrrell laps Ganley's Iso on the way to a convincing victory.





For many laps, Scheckter, Revson, Fittipaldi, Hulme (a lap down) and Peterson circulated like this.

red and white colours and, beyond both running on Firestone tyres, appeared to be unmodified from original.

PRACTICE

There were three days of official timed practice preceding the Saturday race, run in one session per day. That scheduled for Friday was actually moved up and shortened at the request of the entrants, who wanted to give the mechanics a full 24 hr to prepare the cars thoroughly. Although occasional threats of rain appeared across the High Veldt all sessions were actually in dry, usually sunny, moderately hot weather.

The startling thing about practice was the order of times at the end of the first day—McLaren, McLaren, McLaren! The two JPS drivers were very close, but it was the Kiwis dominant. Careful, fellows, it almost looks like a CanAm. In addition to being fastest overall, the M23 was fastest down the straight: the electric eye caught a best speed of 174.8 mph, compared to 174-173 for the two M19s and several others. By contrast, which the drivers found stark indeed, the JPS best time was 169 and that was with a tow; on their own they were no faster than 166 and only one other, Ickx's Ferrari with a bad engine, was down there with them.

The interest in trap-speeds came from the nature of the Kyalami circuit, which is one of those with a long straight on one side and a never ending series of corners on the other. Get ahead of someone on the straight and he'll have a hard time getting back by you on the twisty part, no matter that on a clear track he'd be faster through there. Three weeks before in South America the Lotus people were tempering compliments about their apparent superiority with the observation, "Well it may be a different story at Kyalami, we're afraid."

By the last day, almost everyone had found still more speed in a straight line. The best reading overall was still Hulme's, at 185.3, although Pace's Surtees was next at 184.2. Stewart in OO6 recorded 181.3, while Scheckter's M19 just headed all the rest with its 178. The JPSs were up a bit, due to their rear aerofoils being laid down flat, but still at a disadvantage with 173 and 171 for Fittipaldi and Peterson respectively—so they were 12 to 14 mph slower than Hulme, and still he was lapping more quickly overall.

Another characteristic of the circuit which seemed to show up on Thursday was the changeable nature of the surface. The tyre engineers never know what compound will be right on the day, for even within the

period of a practice or race, conditions can change so much that "what works in the beginning is hopeless at the end." This may possibly explain many of the failures of Wednesday stars failing to shine on Thursday, and the relative improvement of others—it seemed to many of them as good an explanation as any. Everyone seemed just as glad there was a third day scheduled.

In the last minutes of the last practice the Lotus team flashed a time of 1 m 16.4 s to Peterson, and after that there was a rumour that the officials had him at a remarkable 1 m 16.1 s, which would have well and truly given him the pole, but when it was issued the official sheet gave him merely 1 m 16.55 s, only sixth best of the day and below his best of the day before. Hulme was still top man, recovering from his puzzling Thursday doldrums with 1 m 16.28 s, an average of 120.279 mph and an improvement of 0.72 s on Stewart's 1972 pole. It was, remarked Denny in a bemused voice, the very first time he'd ever won the pole for a Grand Prix.

Three days and 7½ hr of practice can bring to light a lot of mechanical troubles, and it did. The JPSs were more or less trouble free apart from their aerodynamic deficiencies (not deficiencies at all on other circuits!) until in

The controversial shunt with Hailwood about to go in to rescue Regazzoni.



the last part of the last practice when just as Fittipaldi was going out of the pits someone noticed that the framework supporting his left rear suspension torsion bar was deranged. The reason was unknown, at least publicly, but it ended his attempts to wrest fastest time away from Hulme and Stewart. The assembly had to be disassembled with saws and chisels.

Stewart's Friday time in OO5 was quite remarkable, a 1 m 16.33 s done within 11 laps, the first time the Tyrrell had gone at all well. It was back on its original rear suspension layout, but the rear aerofoil was mounted well to the rear. It was during this short period he reached 179.4 on the straight—and during it that his brakes failed. As he rushed down the hill after the pits starting his 12th lap, reached the flat part just before Crowthorne corner, and put his foot on to the brake pedal, it responded normally for a fraction of an instant, and then went straight to the floor. His velocity checked only slightly, Jackie had scarcely a second to chuck himself into the beginning of a spin. Sideways, leaving only faint grey tyre marks, the car slid off on to the loose verge, whipped in succession through three mesh fences, and thumped the concrete retaining wall left front corner first. Before observers could see through the cloud of dust Jackie was out and away, unharmed but for his left elbow which was apparently bruised against the cockpit side. The car was surprisingly little damaged, the left front suspension a sorry mangle and the left rear knocked askew, together with most of the glassfibre sections, and the aerofoil crumpled, but one of the mesh fence posts (which were apparently of slightly larger diameter than the FIA specifies) had put a deep dent in the rear left corner of the monocoque, and caused raw petrol to gush from a smashed fuel filter line.

Stewart's first impression was that the brake balance beam had broken, for he showed onlookers how the pedal flopped back and forth without resistance, but later on the Tyrrell mechanics found that instead the failure was elsewhere. The pipe carrying brake fluid to the rear of the car had somehow chafed through on something, and finally burst as Jackie put his foot on the pedal. The system to the front brakes was still sound, but the balance beam, coupled with the fact he had "a fairly long pedal travel," allowed the pedal to go all the way down without operating the front brake cylinder.

Within a few minutes he was back at the pits preparing to take over Cevert's car, for of course there is his points situation to think of. He had time to do a further 13 laps and improved François' time (done in 12 laps) by 0.2 s to take 16th starting place. The mechanics immediately set to knocking OO5 straight, hoping Cevert would be able to start it from the back of the grid.

While Hulme was setting his pole, it rather took away some of the attention from what was really a fabulous performance from Jody Scheckter, who ended up with third grid place, on the front row of his own country's Grand Prix. While Jody seemed to be manhandling the car at times, in a way people said was reminiscent of Peterson and Rindt in their early days, it was all done with an air of confident determination. He seems to be a real one. Peter Revson's mood by contrast was dark, for on his first lap of Friday the mechanical fuel pump seized and the entire balance of the session was lost in trying simply to get at it to sort it out; after the 3 pm termination of official timing Revvie tried at least to get in some practice, but found in this new engine the throttle linkage had been left loose so the two slides were unsynchronised.

Ickx tried as hard as he could in his original entry but could only manage a lap time of about 1 m 19 s. Then he tried Merzario's new one and immediately cut two seconds off that, due mainly he said to the engine being better. The other car received a fresh engine but Jackie was happy to stay in the one he'd pre-empted. The two Surtees



Hulme was well in the lead when he got a puncture.

drivers were both troubled by sudden and violent oversteer, which they put down to rear tyres, although by late in practice Firestone had worked out a more suitable fitting and faces around the TS14s were generally happier. De Adamich and Jarier were two who didn't seem to have many problems, they just practised quietly. The BRM team, in contrast to the Surtees drivers, started out by complaining of understeer on their Firestones, but this was sorted out as well.

Of the Brabham drivers Reutemann was going particularly well but Wilson F. couldn't seem to get his back wheels dug into the road, and although he looked as spectacular in the corners as Peterson, with clouds of smoke pouring from his outside rear tyre, his times were disappointing. Both cars had some engine troubles. The new Iso driver, Pretorius, had his first day in the car spoiled by bad handling on right-handers—"It feels as though it's falling over into a hole!"—and this proved to be a bad damper. Next day he went better, and sat out the last day without practising. Meanwhile Ganley was trying to make progress with the newer car, but all his gains were wiped out by a steadily tiring engine. A deal was done with Tyrrell for another one—it was the same unit which had won at the Canadian GP last year and then loaned to March for the US, Ken's rent-a-racer—but it too was disappointing. Nothing could be found wrong, and it was still running badly for the race, so one suspected a problem in the installation rather than the engine.

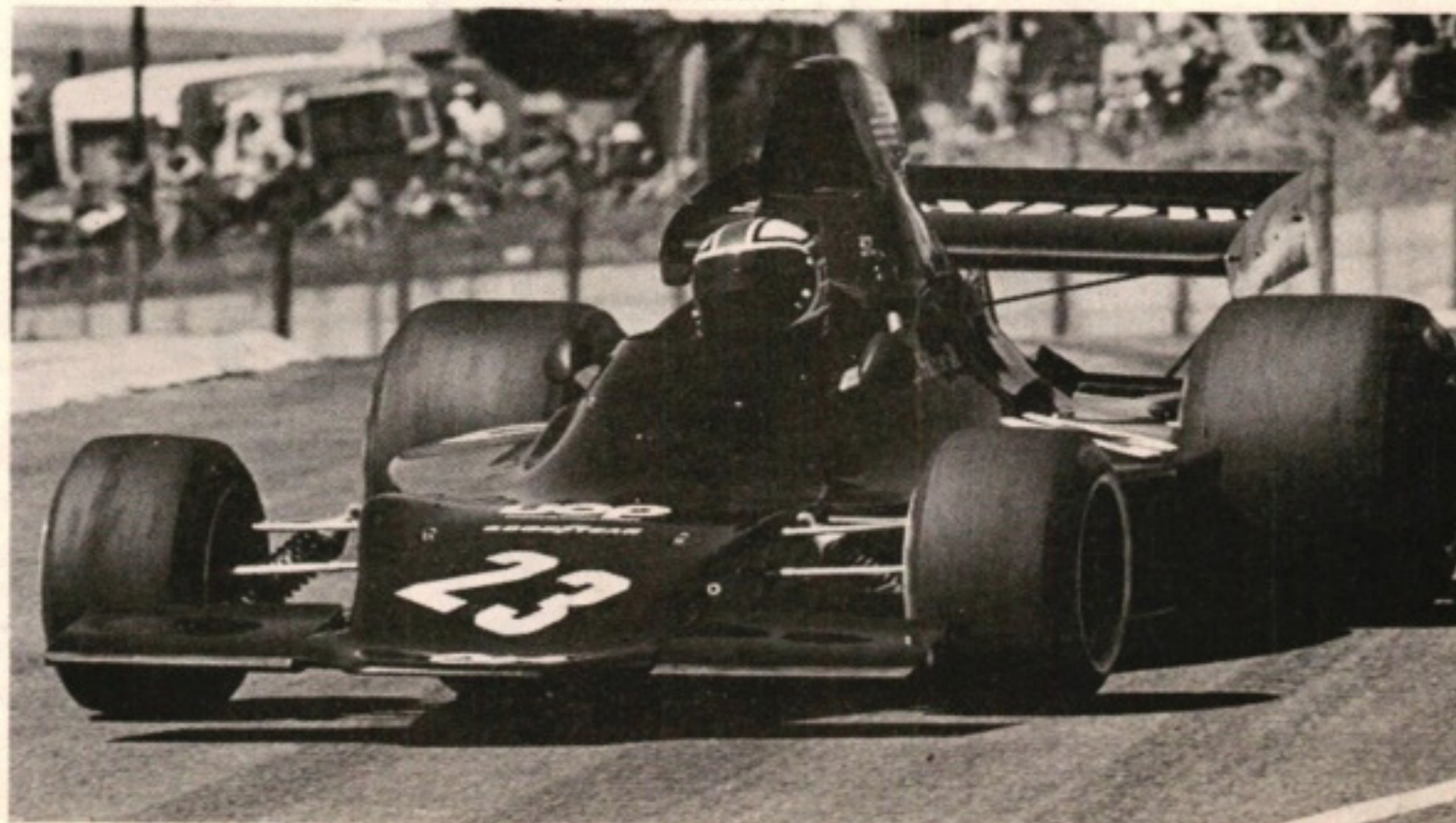
The general gist of problems in the Shadow

team has been noted. Both Oliver and Follmer got times on the first day before the engine mount problem appeared and both cars were "grounded." The incredible amount of overnight work had Follmer's ready to go about an hour before close of practice on Thursday, but as the engine was started up petrol started dribbling from the area of the mechanical fuel pump—as inaccessible an area, down at the lower left front of the engine, as on any other DFV installation so it meant that George would not get to practise that day either. It proved to be a tiny pinhole in the nylon "spill" hose. How it got there nobody could fathom, nor why it hadn't appeared in bench testing.

On Friday both cars were out and ready to go, Follmer's right up near the head of the line, and he actually did 20 laps of practice—but the engine was running badly, not picking up out of corners and not pulling proper revs down the straight, and all this hurt his chances of sorting out the handling which was still at this stage rather indifferent. Oliver was in even worse trouble—they spent most of the 1½ hr simply trying to get the engine to fire. Eventually he got in just six timed laps. Shadow's was not a pit one wanted to hang around for social reasons that afternoon. . . .

Mike Beuttler was also in engine trouble much of the week, so his times were poor; he also was using a driver's suit marked "Jarier"—his own had been stolen in Brazil! Engine troubles in Charlton's Lotus were attacked by getting another from JPS, the

Follmer managed sixth first time out for the Shadow.



GOODYEAR TYREPOWER BEAT THE HEAT IN S.A.

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3RD Emerson Fittipaldi
John Player Team Lotus



Kyalami
Grand Prix
Circuit
South Africa

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2ND Peter Revson
Team McLaren

4TH Arturo Merzario
Team Ferrari

5TH Denny Hulme
Team McLaren

6TH George Follmer
Team U.O.P. Shadow

GOODYEAR TYREPOWER

local ace's final time was equal to those of some very good company. Keizan on the other hand was less successful: he only did the first two days of practice, apparently so as not to wear out the car unduly, but his second day's times were poor. His car-owner, Blignaut, explained. "First we did some full-tank tests, and then when we told him to stir her up he said it felt twitchy. So we put it away, but as we pushed it off there was this noise, 'clok, klok, klok'—the diff's gone. But we're not telling him just yet, we want him to be miserable."

Kyalami's 2.54-mile circuit is not uninteresting, having its long straight and heavy-braking area at the end balanced with several tricky corners. The writer spent quite a lot of time at the two slowish corners at the two ends of the straight, and although it was enjoyable to watch people sliding through, Peterson being as usual spectacular beyond belief, it was difficult to learn anything. Every car seemed more or less to behave the same way. It was interesting to hear vibration noise, and to see the chatter marks left on the road. The story was different in the long, downhill right-hander after the first corner, for the approach speeds were high enough that almost everyone was feathering as they got into it. The three BRMs were noticeable exceptions, the driver's feet staying hard down all the way through (according both to ear and their own affirmations) although it looked a desperate thing, for the cars were leaping and bobbing mightily over the ripples near the apex. The team's designer remarked the cars were set up with stiff springs and soft dampers. The three McLarens in contrast were almost without visible upset over the same bumps, they just floated over the surface, although unless they were really screwed up to do a time the drivers were lifting a bit. Even Peterson was feathering just a fraction. Quite a keen section of race-track.

RACE

Fully 6 hrs before the scheduled start of the race, when all good journalists were still in bed at "The Ranch," there was a half-hour practice session. Cevert tried out the repairs to OO5 and did a 1 m 18 s on full tanks, so that appeared to be all right. Stewart on the other hand was not satisfied with the handling of OO6, so in the time before the race Tyrrell took a gamble, asked the massively overworked mechanics to change the entire rear suspension, and Jackie prepared to start with a combination he'd never tried. Revson had a problem with bottom gear, but that was sorted out. The Fittipaldi-Brabham had a slack rear hub replaced, but generally there was little drama found to occupy the waiting period. The almost frantic atmosphere of practice faded away. Everybody tended to sit around in groups and chat.

The morning had been brilliantly clear, the sort of weather California is supposed to have and does sometimes, but nearing the scheduled starting time of 3 pm the African skies looked more ominous. Several long grey curtains of rain swept into view, largely missing the circuit but dropping sprinkles, so it was nearly an hour before it looked clear enough to windward to send out the slick-tyred race cars. The huge crowd, already exuberant and a rude lot anyway, became restive enough to throw things on to the track and to jump the fences in hundreds. But for a few sporadic attempts by a few stalwart marshals crowd control was abominable.

The start was a little confused, apparently, for some drivers had just gotten a verbal 4 m warning when they were directed to start engines and roll down to the true grid where the flag immediately dropped. From the centre Fittipaldi got a very good start and lead away from the line, but as they all got down toward the braking area for Crowthorne the two McLarens on either side were pulling alongside and ahead. Hulme from the outside—the standard Kyalami arrangement for pole position despite the direction of the first



Pace leads Merzario and Jarier, locking up his March.

corner—and Scheckter from the inside were absolutely side by side. As the three of them narrowed down into the corner Emerson had to take up the place behind Jody, who gave the impression he was slowing just a fraction to allow Denny to nip by on the outside and take the lead. (That was the impression gained by the writer, by Hulme, and by Fittipaldi, but Scheckter denied giving up the chance of being first with a big, negative, "no-way!" shake of his head!).

Denny's steady looking M23 thereupon began to draw out the sort of lead one expected from his practice time; in fact he was obviously being aided by the strategic placement of Jody's M19 and as they came down into Crowthorne for the third time Hulme was some 3½ s to the good. Everyone streamed through in a wild tight scramble behind, and suddenly in the middle of it all there was Charlton's red-and-white Lotus 72 going sideways. The sequence of events seemed to be this: Charlton was just overtaking Reutemann on the outside going in, and lost control. The Brabham slipped by again on the inside, but the next car along, Hailwood's Surtees, ploughed across the nose of the Lotus and went into a spin of its own, on around the corner, while the Lotus ended up on the inside near the apex, up on the kerbing by the guardrail, pointing along the direction of the track and out of any further participation. Stewart was one of those next along behind Hailwood, and he remembers going round the outside of the rear of the Lotus, suddenly seeing the Surtees across his bows, just being able to swerve across to the inside and, against his own expectation, getting through untouched. Right behind, however, Regazzoni, vision perhaps partly blocked until the last instant by the Tyrrell's wing, slammed hard into Hailwood. (Clay has no memory of the incident at all.) At some point Ickx's Ferrari contacted the spinning BRM but apparently everyone else scratched through or around. The BRM and Surtees slid to a stop towards the exit of the corner, more or less on the line, and both burst into flames.

Mike got out quickly and, his own overalls actually alight, ran across to the fireball in which Clay was sitting unconscious, waded in, unbuckled the harness, and dragged him out.

The writer did not witness more than the beginnings of this incident, but Helmut Marko was standing on the sidelines around the corner and said, "No one else tried to help. Mike was the only brave man there." The report of the official observer on the station notes that several hand extinguishers were deployed, but had little effect. It was only the

arrival of a vehicle from the pits, which the observer thought was about 3 m later, which put the fire out completely. There is a further report that firemen stationed on the scene were not actually wearing their aluminised garments because of the warmth.

While Phillip Morris/IRPA voted Scheckter the standard award, a second *Prix Rouge et Blanc* Joseph Siffert was created especially for the occasion, to honour Mike Hailwood for outstanding bravery. Damn right.

Of course the race went on, subject only to the yellow flag at this location—and which a large number of drivers hardly seemed to notice at all from the speed they continued to take the corner. Stewart was not one of them, he was down a gear from normal and taking Crowthorne in second, but within a few laps his surprising ability to get around the circuit faster than ever before (the suspension gamble had paid off) brought him up among the leaders. Beginning the sixth lap he was up with Revson and Peterson and, going by the pits, pulled out and let his superior straight-line speed carry him past into third place. He says he actually completed the pass and was ahead before they all entered the braking zone, and came abreast of the yellow flag which was still displayed at that point.

On the next lap he took both Fittipaldi and Scheckter (who had inherited the lead when Hulme stopped at the pits to change a tyre punctured on debris at the accident scene) and then decisively drove away into the distance. No one had a chance at challenging him, from that point he was master of the track. There is no doubt that there was no need for him to take advantage of any yellow flags, he would have been able to pass anyone at any time he wished, and had there in fact been any violation it would have had no effect at all on his margin of victory.

The race became a great McLaren-JPS duel for next place. Carlos Reutemann was able to hang on for a while, but gradually (he had at least one moment at Crowthorne, sliding wide and then into the inside exactly as had Charlton) he dropped back with the left rear tyre punctured. This was changed and he continued, but by the end of the race the right rear was going soft as well. From then on it was Scheckter and Revson leading Fittipaldi and Peterson, a string almost nose to tail, everybody driving as hard as they knew how, the JPS drivers pushing their pedals down on the straight as hard as their leg muscles could, not losing ground but not gaining any either. Scheckter continued out in front of the string, holding second place in only his second Grand Prix until, on the

It's always good to know you have some competition.



Emerson Fittipaldi, World Champion in the John Player Special

Emerson Fittipaldi came in third in this year's South African Grand Prix.

A feat which would probably mean a dream come true for most racing drivers.

But not for Mr. Fittipaldi.

Because Mr. Fittipaldi has become rather used to winning.

So while third place is certainly still good, it's just not good enough for him.

But never mind.

It's good for him to know he has some competition.

And anyway, there are still twelve more Grand Prixes for Mr. Fittipaldi to prove himself brilliant in.

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And so, we're sure, does the competition.



34th lap, he had to let Revson by. The two McLarens were fitted with different rear tyres, and gradually Jody's were going "off." He was getting wheelspin in the slower corners, losing yards each time. He felt that normally he'd have been able to keep his place by his speed in the faster corners, but some other car had dropped oil in them and slowly he was overwhelmed, first by his team mate and then by Fittipaldi so he was filling in a JPS sandwich. Peterson he held off until Ronnie himself suddenly stopped off into the pits—that damnable throttle-link rod to the metering unit had broken, as it has so often in recent months on other cars. Scheckter then had less incentive and dropped farther back, still holding his fourth position but now all alone, until just four laps from the end as he came up the hill toward the pits his engine without any warning at all stopped in an expensive-sounding way.

Hulme had needed a second stop to replace another punctured tyre, but once he was out and running free again he easily came up through the McLaren-JPS battle and went on out ahead of it. It looked almost as if the idea was to give Revson, leading at this point, a tow away from his black tormenters, but Revvie was apparently already going as fast as he could. Denny gradually went off ahead on his own. One couldn't help but think what a giant pity it was that Stewart hadn't had a need to challenge Hulme's excellent new car.

There wasn't a lot of racing going on down the field. On the first lap Beltoise came in to say his clutch was slipping, and after another couple of tries there was nothing to do but retire. After doing 26 laps Lauda suddenly lost his sixth place when on deceleration into Crowthorne the back of his car suddenly blew out the sort of cloud of white smoke that signals an exploded BRM. Oliver's most unhappy week came to an unhappy stop near the same point when the engine just stopped. Both Shadows were suffering inferior engine performance—there will be people who cry "Aha! Lead-free fuel" but there is no reason to suspect any such problem because the team's other engines have run fine on it—but Follmer was able to keep running, test the car for another couple of hours, and gain some experience of his own, as well as a point.

Pretorius' Iso came into the pits in response to a black flag (which was apparently intended for someone else); during the stop for discussion the water temperature went up to the boiling point and never came down again, so he retired. Ganley was forced to make a stop of his own when his fuel pressure gauge blew up, and by the end his rear crossmember had broken which caused some uncomfortable moments on braking, but he brought the Iso home to another finish. Wilson Fittipaldi's rear tyres apparently picked up enough material from the track surface to put them severely out of balance. He stopped to change them both, but the same thing happened again, so rather than risk the really severe vibration breaking something he quit. Beuttler spun and shunted the rail hard enough to break the steering; Jarier had his gearlever come adrift ("simply a mechanical impossibility, but it happened"); Cevert made three stops, once to replace a tyre cut in the accident's debris and twice to have his mixture put back to normal from rich, for the adjustment kept slipping; and Keizan had first a chunked tyre and then a front suspension upright pin come loose; but all four of these finished the race.

Not so Pace, for after 69 laps struggling with a bad clutch, no brakes, and a too-rich engine, his left front tyre wore down through the cords, burst, and sent him off into the fencing on the outside of Sundown corner. So Team Surtees had two damaged TS14s from this outing, which they had started so promisingly with good test times weeks earlier. (It was interesting to study the damage to Pace's car, for the left rear of the tub received an identical blow from a post as had



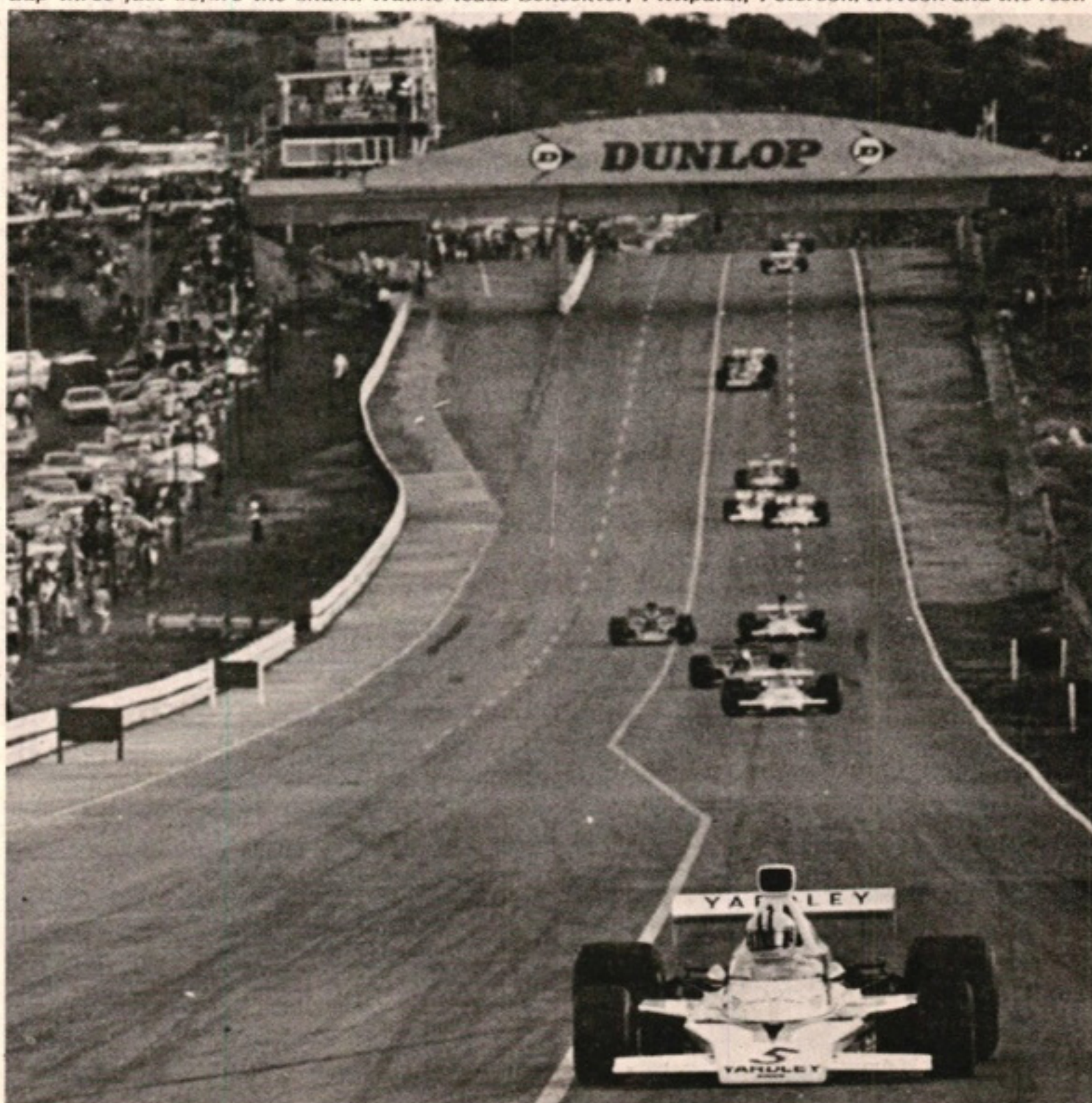
Merzario managed a quick spin but still finished fourth.

Stewart's the day before, but the deformable radiator ducting absorbed all the damage and left the fuel tankage unscathed. On Hailwood's car, incidentally, no part of the tub appeared to have been hit directly, the fire and the fuel to feed it came about some other way. Ragazzoni's fuel tank and the bag within was torn open.)

All the above doesn't sound like it was much of a race, but Emerson Fittipaldi was doing the best he could to make it a race. He still had Peter Revson lined up square in his sights, refusing to give up hope something would turn up to give him a chance at second place. That something suddenly ap-

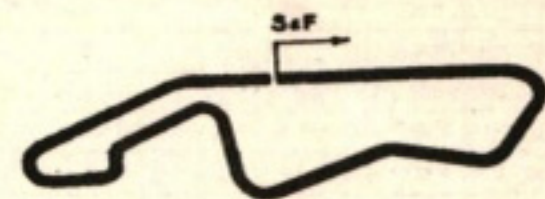
peared in the shape of Arturo Merzario's Ferrari, which appeared in Revson's way needing to be lapped. Suddenly the McLaren had lost two seconds to the JPS and the storm signals went out from the Yardley pit. On the 76th lap Emerson set the day's lap record. On the next to last time up by the pits the gap was but 0.6 s, and from the back of Revson's car was a thin haze of blue smoke, but Revvie gave a confident thumbs-up. No problem. And there wasn't. He held good the place, the gap at the end was a lightning 0.55 s, everyone watching exploded in a relief of tension. It was at least a portion of what one expects of a Grand Prix.

Lap three just before the shunt. Hulme leads Scheckter, Fittipaldi, Peterson, Revson and the rest.



RACE SOUTH AFRICAN GRAND PRIX

| | | | |
|-----------------------|---|------------------------|--|
| DATE AND CIRCUIT | MARCH 3, 1973. KYALAMI | WEATHER | DRY. WARM. |
| LENGTH | 79 laps of 2.55 mile circuit. 201.45 miles. | | |
| CATEGORY | FORMULA 1. WORLD CHAMPIONSHIP ROUND 3. | | |
| NO. of STARTERS | 25 | FINISHERS | 15 |
| WINNER | J. STEWART | in TYRRELL - FORD | av. speed 117.14 mph. |
| FASTEST LAP | E. FITTIPALDI | in JPS-FORD 72D no. 1 | on lap 76 in 1 min. 17.10 sec. 119.07 mph. |
| EXISTING LAP RECORD | M. HAILWOOD | in SURTEES - FORD TS9 | in 1 min. 18.90 sec. 116.35 mph |
| PREVIOUS YEARS RESULT | D. HULME | in McLAREN - FORD M16A | at 114.23 mph. |



ENTRIES

| NO. | DRIVER | CAR | ENTRANT | FUEL OIL | TYRES | CHASSIS | ENGINE | |
|-----|----------------|------------------------|---|--------------------|-------|------------|----------------|----------------------------------|
| 1 | E. FITTIPALDI | JPS-FORD 72 D | JOHN PLAYER TEAM LOTUS | TEXACO HAVOLINE | GOOD | 72 D-7 | DFV 115 | |
| 2 | R. PETERSON | JPS-FORD 72 D | JOHN PLAYER TEAM LOTUS | TEXACO HAVOLINE | GOOD | 72 D-8 | DFV 118 | |
| 3 | J. STEWART | TYRRELL-FORD | ELF TEAM TYRRELL | ELF | GOOD | (005) 006 | DFV 131 (006) | PRACTISED 005 TILL ACCIDENT |
| 4 | F. CEVERT | TYRRELL-FORD | ELF TEAM TYRRELL | ELF | GOOD | 005 (006) | DFV 091 (005) | RACED 005 UNPRACTISED. |
| 5 | D. HULME | McLAREN-FORD M23 | YARDLEY TEAM McLAREN | GULF | GOOD | M23-1 | DFV 919 | |
| 6 | P. REVSON | McLAREN-FORD M19C | YARDLEY TEAM McLAREN | GULF | GOOD | M19C-2 | DFV 072 | |
| 7 | J. SCHECKTER | McLAREN-FORD M19C | YARDLEY TEAM McLAREN | GULF | GOOD | M19C-1 | DFV 080 | |
| 8 | J. ICKX | FERRARI 312 B2 | S. p. a. FERRARI S.E.F.A.C. | SHELL | GOOD | 312 B2 6 | Type 312 B | FRAGTISED AS No 9 and No 3T. |
| 9 | A. MERZARIO | FERRARI 312 B2 | S. p. a. FERRARI S.E.F.A.C. | SHELL | GOOD | 312 B2 5 | Type 312 B | FRAGTISED AS No 8. |
| 10 | M. HAILWOOD | SURTEES-FORD TS 14 A | BROOKE BOND OXO-ROB WALKER-TEAM SURTEES | FINA | FIRE | TS 14 A-02 | DFV 123 | |
| 11 | C. PACE | SURTEES-FORD TS 14 A | BROOKE BOND OXO-ROB WALKER-TEAM SURTEES | FINA | FIRE | TS 14 A-03 | DFV 095 | |
| 12 | A. DE ADAMICH | SURTEES-FORD TS 9 B | CERAMICA PAGNOSSIN-TEAM SURTEES | FINA | FIRE | TS9B-004 | DFV 062 | |
| 14 | J. P. JARIER | MARCH-FORD 721 G | STP-MARCH | SASOL | GOOD | 721 G-4 | DFV 119 | |
| 15 | C. REGAZZONI | BRM P160 D. | MARLBORO-BRM | BP | FIRE | P160D-04 | 142-019 MK. II | |
| 16 | J. P. BELTOISE | BRM P160 D. | MARLBORO-BRM | BP | FIRE | P160D-03 | 142-001 MK. II | |
| 17 | N. LAUDA | BRM P160 D | MARLBORO-BRM. | BP | FIRE | P160D-01 | 142-009 MK. II | |
| 18 | C. REUTEMANN | BRABHAM-FORD BT 37 | MOTOR RACING DEVELOPMENTS | YPF | GOOD | BT 37-2 | DFV 128 | |
| 19 | W. FITTIPALDI | BRABHAM-FORD BT 37 | MOTOR RACING DEVELOPMENTS | SHELL BARDAHL | GOOD | BT 37-1 | DFV 093 | |
| 20 | J. PRETORIUS | ISO-MARLBORO-FORD FX3B | FRANK WILLIAMS - ISO MARLBORO | FINA | FIRE | FX3B-1 | DFV 103 | |
| 21 | H. GANLEY | ISO-MARLBORO-FORD FX3B | FRANK WILLIAMS - ISO MARLBORO | FINA | FIRE | FX3B-2 | DFV 100 | |
| 22 | J. OLIVER | WOP-SHADOW-FORD DNI. | D. NICHOLS - AVS. | WOP | GOOD | DNI-1A | DFV 076 | |
| 23 | G. FOLLMER | WOP-SHADOW-FORD DNI. | D. NICHOLS - AVS. | WOP | GOOD | DNI-2A | DFV 116 | |
| 24 | M. BEUTTLER | MARCH-FORD 721 G | CLARKE-MORDAUNT-GUTHRIE-DURLACHER | SHELL | GOOD | 721G-2 | DFV 927 | |
| 25 | D. CHARLTON | LOTUS-FORD 72 D | SCRIBANTE - LUCKY STRIKE | SASOL | FIRE | 72 D-3 | DFV 097 | |
| 26 | E. KEIZAN | TYRRELL-FORD | BLIGNAUT-LUCKY STRIKE | BP | FIRE | 004 | DFV 102 | |
| 27 | J. SURTEES | SURTEES-FORD TS 14 | BROOKE BOND OXO-ROB WALKER-TEAM SURTEES | FINA | FIRE | TS 14-01 | --- | PRACTISED BY HAILWOOD, D.N.S. |

RESULTS

| POS. | NO. | DRIVER | CAR | LAPS | TIME | SPEED | BRAKES | DAMPERS | GEARBOX | PLUGS | INJECTION | ELECTS. |
|------|-----|---------------|----------------------------|------|------------------------------------|-------------|----------|----------|--------------------|------------|-----------|-------------------|
| 1 | 3 | J. STEWART | TYRRELL - FORD | 79 | 1h. 43m. 11.07s | 117.14 mph. | GIRL FER | KONI | HEW FG 400 | MOTORCRAFT | LUCAS | LUCAS |
| 2 | 6 | P. REVSON | MCLAREN - FORD M19C | 79 | 1h. 43m. 35.62s | 116.68 mph. | LOCK FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 3 | 1 | E. FITTIPALDI | JPS - FORD 72D | 79 | 1h. 43m. 36.13s | 116.67 mph. | GIRL FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 4 | 9 | A. MERZARIO | FERRARI 312 B2 | 78 | | | LOCK FER | KONI | FERRARI 312 2 axle | CHAMPION | LUCAS | MARELLI DINO FLEX |
| 5 | 5 | D. HULME | MCLAREN - FORD M23 | 77 | | | LOCK FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 6 | 23 | G. FOLLMER | UOP - SHAW - FORD DN1 | 77 | | | LOCK FER | BILSTEIN | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 7 | 18 | C. REUTEMANN | BRABHAM - FORD BT 37 | 77 | | | GIRL FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 8 | 12 | A. DE ADAMICH | SURTEES - FORD TS9B | 77 | | | LOCK FER | KONI | HEW FG 400 | MOTORCRAFT | LUCAS | LUCAS |
| 9 | 7 | J. SCHECKTER | MCLAREN - FORD M19C | 75 | NOT RUNNING AT FINISH ENGINE. | | LOCK FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 10 | 21 | H. GANLEY | ISO - MARLBORO - FORD FX3B | 73 | | | LOCK FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| 11 | 2 | R. PETERSON | JPS - FORD 72D | 73 | | | GIRL FER | KONI | HEW FG 400 | CHAMPION | LUCAS | LUCAS |
| | 26 | E. KEIZAN | TYRRELL - FORD | 67 | RUNNING AT FINISH BUT UNCLASSIFIED | | | | | | | |
| | 14 | J. P. JARIER | MARCH - FORD 721G | 66 | RUNNING AT FINISH BUT UNCLASSIFIED | | | | | | | |
| | 4 | F. CEVERT | TYRRELL - FORD | 66 | RUNNING AT FINISH BUT UNCLASSIFIED | | | | | | | |
| | 24 | M. BEUTTLER | MARCH - FORD 721G | 65 | RUNNING AT FINISH BUT UNCLASSIFIED | | | | | | | |

RETIREMENTS

| | NO. | DRIVER | CAR | LAP | REASON | CHAMPIONSHIP POINTS |
|--|-----|---------------|------------------------|-----|-----------------------------|---------------------|
| | 10 | M.HAILWOOD | SURTEES-FORD TS14A | 2 | ACCIDENT. | E.FITTIPALDI 22 |
| | 8 | J.ICKX | FERRARI 312 B2 | 2 | ACCIDENT. | J.STEWART 19 |
| | 15 | C.REGAZZONI | BRM P160 D | 2 | ACCIDENT. | D.HULME 8 |
| | 25 | D.CHARLTON | LOTUS-FORD 72 D. | 3 | ACCIDENT. | F.CEVERT 6 |
| | 16 | J.-P.BELTOISE | BRM P160 D. | 3 | CLUTCH SLIP. | P.REYSON 6 |
| | 22 | J.OLIVER | WOP-SHADOW-FORD DN1 | 14 | ENGINE | A.MERZARIO 6 |
| | 17 | N.LAUDA | BRM P160 D | 26 | ENGINE | J.ICKX 5 |
| | 20 | J.PRETORIUS | ISO-MARLBORO-FORD FX3B | 35 | OVERHEATING | W.FITTIPALDI 1 |
| | 19 | W.FITTIPALDI | BRAHAM-FORD BT 37 | 52 | Gearbox selector mechanism. | C.REGAZZONI 1 |
| | 11 | C.PACE | SURTEES-FORD TS14A | 63 | ACCIDENT - BURST TYRE | G.FOLLMER 1 |
| | 7 | J.SCHECKTER | McLAREN-FORD M19C | 75 | ENGINE | |
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AUTOSPORT
BRITAIN'S MOTOR SPORTING WEEKLY

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BRISTOL. Hartcliff Motors Ltd, Whitchurch Lane, Bristol 3.
Tel : 661401/663489

CHESHIRE

ALTRINCHAM. Sylvan Servicentre (Timperley) Ltd, 88 Park Road, Timperley.
Tel : 061-973 3869/4944

ESSEX

CLACTON. Performance Tune-Up Ltd, Weeley Heath. Tel : Weeley 474
SAFFRON WALDEN. Cleales Ltd (Ford Distributors). Tel : 3203/6

GLAMORGAN

CARDIFF. Peter Boshier-Jones, 637 Cowbridge Road East. Tel : 561021

HAMPSHIRE

SOUTHSEA. St. George's Garage (Southsea) Ltd, St. George's Road.
Tel : Portsmouth 32702 and 31872

HERTFORDSHIRE

BARNET. Popes of Barnet Ltd, 184-6 East Barnet Road, New Barnet.
Tel : 01-449 5577

ROYSTON. F. A. Heasell & Sons (Electrical), 9-11 Baldock Street.
Tel : 43298-43369

KENT

BROMLEY. Westmoreland Service Station, Westmoreland Road.
Tel : 01-460 1596

SEVENOAKS. Riverhead Service Station, London Road, Riverhead.
Tel : Sevenoaks 56548

WHITSTABLE. George Fitt Motors Group, Tankerton Garage.
Tel : Whitstable 2244

LANCASHIRE

FLEETWOOD. Lawtons Garages Ltd, Bold Street. Tel : 4373

LIVERPOOL. Tuebrook Service Station, 439 West Derby Road, Liverpool 6.
Tel : 263 5722

MANCHESTER M16 7RB. Bracegirdle Motors Ltd, 44 Upper Chorlton Road,
Brooks Bar. Tel : 061-226 2245

SALFORD 3. Kingshead Motors, New Kingshead Yard. Tel : 834 1812

WARRINGTON. P.L.P. Motors Limited, Liverpool Road. Tel : 30316

LEICESTERSHIRE

MELTON MOWBRAY. The Melton Garage & Engineering Co Ltd, Burton
Street. Tel : 3394/5

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LINCOLN—GRIMSBY—SCUNTHORPE. John Longden Ltd, Tel : Lincoln 27131
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E4 (CHINGFORD). Crown Garage (Chingford) Ltd, The Green.
Tel : 01-529 1182

N1. Highbury Corner Motor Co Ltd, 114/120 Canonbury Road, Islington.
Tel : 01-226 7771

N19. Romain Motors Ltd, 640/648 Holloway Road. Tel : 01-272 4844

NW5. Defoe Garage Limited, Gordon House Road, Kentish Town.
Tel : 01-485 3248

NW5. Salvage & Wyatt Ltd, 155-161 Grafton Road, Kentish Town.
Tel : 01-485 6658/9

SE1. The Contay Motor Works Ltd, 164A Southwark Bridge Road.
Tel : 01-928 6162/3

SE12. Clifton's Service Station Ltd, 59 Sidcup Road, Lee. Tel : 01-850 3801

SE20 7TF. Ancaster Garages, Harold G. Cole & Co Ltd, 61 Croydon Road,
Penge. Tel : 01-778 8981

SE21 7BW. S. G. Smith (Motors), Dulwich Village Ltd, 25 Dulwich Village.
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SW8. Evans & O'Malley Ltd, 60 Queenstown Road. Tel : 01-622 3363

SW12. Balham Tuning Centre, Rossiter Road. Tel : 01-675 1133

SW20. Fullers of Malden Ltd, Kingston-By-Pass. Tel : 01-942 7755

W5. EALING. Manley Motors Ltd, 16/18 Radbourne Avenue.
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W11 1EW. Golden Cross Garage, Basing Street. Tel : 01-727 1368

W14. Radbourne Motors (London) Limited, 8 Bamber Road.
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HARROW. Pinner View Motors Ltd, 1 Pinner View. Tel : 01-427 3510

HOUNSLOW. Stanleys Motors (Hounslow) Ltd, 115-123 Staines Road.
(Adjacent Hospital.) Tel : 01-570 7300

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Lane. Tel : 01-422 3313

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NEWPORT. Motorwell Servicentre Ltd (David Boshier-Jones), Granville
Square, George Street Bridge. Tel : 64057

SOMERSET

FROME. Welch Co Ltd, Portway, Frome. Tel : Frome 3366

TAUNTON. Marshalsea Motors Ltd, 30-32 Wellington Road, Taunton.

WINCANTON. Wincanton Garages Ltd, Station Garage, Station Road.
Tel : Wincanton 2021

STAFFORDSHIRE

STOKE-ON-TRENT. Ashlands Garage Ltd, 292 Hartshill Road, Hartshill.
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SUFFOLK

SUDBURY. Arlington Motor Co Ltd, Cornard Road. Tel : Sudbury 2301

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BRAMLEY, NR GUILDFORD. Alan Brown Racing Ltd, 26 High Street.
Tel : Bramley 8159/0

NEW MALDEN. Kingston Autoway Centre, Shannon Corner.
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SUTTON. R. Pratt Ltd (Ford Main Dealer), 268/270 High Street.
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REIGATE. Church Street Garage (Reigate) Ltd, 50/64 Church Street.
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MERIDEN CV7 7NE. Shirley's Garage (Meriden) Ltd, Main Road.
Tel : Meriden 242/3/4. Meriden 422

SUTTON COLDFIELD. Bush Motor Services, Chester Road North, New
Oscott. Tel : 021-354 4427

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Tel : Stourbridge 3022

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BEEFORD (Nr Driffield). H. Nightingale Ltd. Tel : Beeford 421

KEIGHLEY. Hebble Garage, Providence Lane, Oakworth. Tel : Haworth 3661

PONTEFRAC. G. R. Smith (Pontefract) Ltd, Southgate Garages, Southgate.
Tel : Pontefract 2581 and 2366/7

SHEFFIELD S6 4JF. Taplin Road Garage, 18-20 Taplin Road. Tel : 343671

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EDINBURGH. Pratt Bothers, 206 Ferry Road. Tel : 031-552 5537/8/9

MOTHERWELL. Taggarts (Motherwell) Ltd, Knowetop, Lanarkshire.
Tel : 66133

PAISLEY. Hamilton Bros Ltd, Raiston Garage, 255 Glasgow Road, Renfrew-
shire. Tel : 041-882 3221

'73 Scottish Rally

A record entry expected

Provided the weather is up to the usual Scottish Rally standards this year's event looks like being a classic and a very Swedish-Scottish too. It is hoped several Swedish competitors will be making the journey across including Stig Blomqvist and Per Eklund with Saabs, who are at the moment still looking for a sponsor. Per-Inge Walfridsson is likely to drive a Volvo and there will probably also be both Leif Asterhag and Bror Danielsson across with BMWs. There may even be some Norwegian competitors—John Haugland has four extra sets of regulations. Entries this last Monday totalled 81 cars.

The rally this year will cost over £20,000 to organise and the RSAC has again secured Player's No 6 and Lombard North Central as their major sponsors and also have financial support from Shell, White Horse Scotch Whisky and Esso Uniflow. It will be the most expensive Scottish in the event's

history. The value of prizes and awards will exceed a total value of £4000. The major award will be an 1800 Morris Marina Coupe Automatic—the most valuable in any of the four home internationals.

Starting on Sunday 3rd June from Blythswood Square the rally, as customary, will head south to the beautiful rally country of the Galloway region. Looping east and north the rally will pass through the central belt early on Monday before cutting west to drive up through Argyll and Inverness-shire to Aviemore on completion of 34 hours rallying. Tuesday and Wednesday will also be the customary daylight runs, generally a west loop on Tuesday and an eastward run on Wednesday. This year there will be some brand new forests, some old favourites and some new track sections. Entries up to 21st March are £50; to 21st April £55 and to 3rd May £65. A record entry of 200 cars is expected.

Rod Cooper — return to rallying

South Buck MC's club magazine states that Rod Cooper, the winner of the International European Club Rally in 1968, plans a return to rallying in an 1890 cc Twin Cam, Super Sport prepared, of course. Talk in the Farnborough area is that Keith Aslett, winner of the Cheltenham Festival rally last year, has abandoned rallying having acquired an unused G2 Escort TC built for the 24-hour Sna race and never used for club racing.

● Will Sparrow is off to Finland soon to watch and probably compete in an ice race meeting with Timo Makinen, scheduled for March 10.

Information plan for Circuit

A press release concerning the Circuit of Ireland programme states it to be "an adventurous departure from the normal format." It certainly is, for the programme in three editions will be airmailed to keep up with the rally! The organising committee have combined with Tudor Publications in this new venture and a glossy magazine style programme in three editions is planned.

The first edition will be on sale

Lindisfarne

Tynemouth and District Motor Club are now busy organising their Lindisfarne National Rally, the penultimate round of the RAC Rally Championship. Format will be roughly as before and at least 100 miles of special stage driving is promised, mostly in the Northumberland forests. A sponsor for the event is presently being sought.

● Chris Beynon, who came second in the C/MN series in 1970, has ordered a new Escort Twin Cam from Pierstune, with provisionally a 160 bhp Vegantune engine. He and navigator Lyn Andrews plan to enter the interesting MN and Welsh club rallies, and also have a car with which to enter the Internationals in a less well subscribed class. His last rally car was a Capri 3-litre.

a fortnight before the event and will include portraits of competitors, detailed descriptions of interesting cars, route maps, entry list and all official data. The second edition, on sale in Killarney, will have pictures of the start along with the latest news while edition three, on sale after the rally will continue with news and pictures of the Killarney run. An aircraft has been booked to transport the second edition from the printers in Antrim to Killarney.

Special events for Scottish Challengers

The MacTaggart Scott MC's Winter Rally is to be the first of two special events sponsored by The Scotsman for "challengers" in the Shell/The Scotsman Scottish Rally Championship. The series is proving so popular with novice entrants that many are unable to acquire a start in chosen events. The Winter Rally will enable the challengers to enjoy some special stage rallying all the same. Starting at 8 pm this Friday from Bilston Garage, near Loanhead, the event will cover 85 miles with three selectives and six special stages before finishing at 11 pm at the Kirk Hill Hotel, Gorebridge. There are 65 starters. Two spectator points have been arranged, the first is down a white due south of Mount Lothian Farm off the B6372, MR: 62/263548. The second is off the A7 east of Nettleingflat Farm at MR: 62/405554.

●●● LATE NEWS ●●●

Two exciting announcements concerning rallying are expected within the next month, if our favourite spy has not got his lines crossed.

First is that the organising committee of the RAC International Rally are considering running two rallies one in November which is RAC Rally time.

The suggestion currently being discussed is that a National rally could be run in conjunction with the main international event and it would be for those competitors who do not get an entry on the big one. They would start their event from the halfway stage and run at the rear of the main rally and compete for separate awards, etc.

Second rumour is that a foreign car manufacturer is seriously considering entering one of his well proven European rally winning cars in several rounds of the RAC Rally Championship. If the deal is finalised the car will be based at a Midland distributors premises and its first event will be the Circuit of Ireland.

Mike Marshall who returned to New Zealand recently will be back for the '74 RAC Rally, hoping to compete in the South African Total Rally on his way over. His planned future big events include the Heatway, Southern Cross and the Shell '74 Commonwealth Games Rally.

● AUTOSPORT regret to announce that Mrs Sharon Platt, wife of Redditch rally driver Roger Platt, was killed in a road accident recently. We extend our sympathy to Roger and both families.

British TAP starters

British rallymen entered in the forthcoming TAP International Rally (12th-18th March) figure highly in the quality stakes and in the variety of cars they will be seen in. They are as follows: Chris Sclater/Bob de Jong (Datsun 240Z). Colin Malkin/Barry Hughes (Avenger GT). Tony Fall/Mike Wood (VW 1303S). Achim Warmbold/John Davenport (BMW 2002). Nigel Hollier/Ron Crellin (Escort TC). Tony Foulkes/Peter O'Gorman (Escort RS). Doug Harris/John Jensen (Escort RS). Chris Wathen/Tim Borence (Escort RS) and Andy Michailidis / Norman Anstis (Escort RS).

The car Hollier was originally down to drive—his new Renault Alpine 1800 is unfortunately not yet ready. Hollier, Foulkes and Harris are starting from London and will leave from the Centre Airport Hotel at 4 pm on March 12th.

Colin Malkin.



Chris Sclater.



Nigel Hollier.



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Farnell takes over from Skippers

Following the withdrawal by Skippers of Burnley from active rally participation after their takeover by the T. W. Ward Group, former Rallysport manager David Farnell has purchased from them their Escort RS1600, LEC1J. He plans to campaign this in Northern rallies plus as many BTRDA Gold Star and RAC Championship events that can be fitted in. Co-driver will be Phil Short and sponsorship is at present under negotiation with a Northern advertising concern. David's first outing with the car was Lancashire Automobile Club's Demdike Rally, where he came second just two seconds down on the winner.

Geoff Grundy —Saab for C/MN

Geoff Grundy has bought Jack Tordoff's Saab V4 for use in Castrol/MN events, with as yet an unspecified navigator. Two years ago he campaigned consistently with an ex-works Mini. Jack's last event in this ever immaculate car was the Mintex Dales when he put up a disappointing performance in a car that was tight after an overhaul. Like Morley, Tordoff is acquiring a Porsche Carrera. Morley is expected to use his as a course car on the Cytax Garages C/MN event on March 24/25.

Martins Group Firenza 2.3 — Sparrow on Cytax

Will Sparrow and Nigel Raeburn have entered the Martins Group Firenza 2.3 in the Cytax Rally, net round of the *Motoring News/Castrol Rally Championship*.

Could it be that the Martins Group entry would like to take home the major award on an event which is sponsored by another Vauxhall dealer or have they not noticed that the major award is a challenge trophy presented by the *Oldham Evening Chronicle*!

● A new partnership has been formed of Brod Purdy and Dave Adams to contest the RAFMSA championships and as many ASEMCC events as time will permit. They will be using a Fiat 125 backed by St Georges Garage, Stamford. Apart from Langrop's Fiat 125 'S' they believe their car to be the only other 125 presently rallying in this country.

Mansfield and Sutton Observer Rally

New style rally championship starts

This Saturday's Mansfield and Sutton Observer Rally run by Dukeries MC starts an exciting new series of special stage rallies, writes Martin Holmes. Like practically all the events it is a one-day, daylight rally. On going to press there are 14 stages planned totalling about 40 miles, within a route of about 140 miles in all. The proportion of airfield to farm track is about 50-50, with no forest sections because of an RAC ruling that a club can not use forests for more than one event in the year. David Bell, clerk of the course, said last week that forest sections were originally planned—the RAC refusal necessitating re-organisation of practically all of the first part of the event.

Both the BTRDA and the Triple C championships have closed their regulations—at over 600 and 300 names respectively. As can be imagined, Dukeries MC received an overwhelming demand for entries. Regulations were issued about one week before entries officially opened, and were full by opening time. Just under 200 entries were returned and hundreds of applications for regulations were returned acknowledged with a note explaining the position. 120 crews have been accepted with all being eligible for the Esso/BTRDA series, on registration and any amateur driver (anyone who has never won an award on an international) for the Triple C series, likewise only if registered beforehand.

Within the entry list are only four drivers of proven national ability: Reg Mullenger, Frank Pierson, Eric Jackson and Paul Appleby which indicates a heavy emphasis on drivers like Glyn Hubbard, Graham Lepley, Richard Iliffe, Tony Drummond and Steve Howard who have an enviable reputation on their own local events, but not in events further

afield. The Mexico series last year went a long way to establishing successful local drivers (e.g. Barter, Young, Wells etc) on a national level and it will be interesting to follow this series in this respect.

Perhaps the most important opportunity provided by this series is the removal, by and large, of the navigational element from the challenge facing competitors. This is a series where a club driver through his driving and mechanical skills will be able to succeed in a national way he has never been able before. The Mexico series produced some unexpected by-products last year and it will be interesting to see if this series will likewise exceed its expectations. Like the Mexico series, however, the strength of this championship can only be the strength of the weakest point and most enthusiasts feel this will lie with the organisers themselves. Accuracy of timekeeping coupled with intelligent and purposeful action, should errors occur, are likely to be the crucial points.

First thirty entries are as follows: 1, Glyn Hubbard. 2, Reg Mullenger. 3, Frank Pierson. 4, Eric Jackson. 5, Paul Appleby. 6, Graham Lepley. 7, Richard Iliffe. 8, Malcolm Wise. 9, Tony Drummond. 10, Ian Harwood. 11, Ron Shipp. 12, Brian Bell. 13, Steve Howard. 14, Bill Mather. 15, David Ewles. 16, David Baker. 17, David Hardcastle. 18, Paul Gilligan. 19, Alan Scoble. 20, Jill Robinson. 21, Bob Chapman. 22, Alan Porter. 23, Charles Eveson. 24, Bernard Banning. 25, Bob Marriott. 26, David Sutton. 27, George Morris. 28, Geoff Kaye. 29, David Stokes. 30, Peter Marr. Twenty-four of these first thirty are all Escort competitors. Non-Escorts are Ian Harwood, Escort-Rover, Ron Shipp and Geoff Kaye, Firenza, Bernard Banning, Avenger, Bob Marriott, Triumph 2.5 and Peter Marr, Mini-Cooper 'S'.

The attraction of day stage rallying. Pat French's Mini-Cooper S on last year's Dimanche Tour.



Ian Harwood.

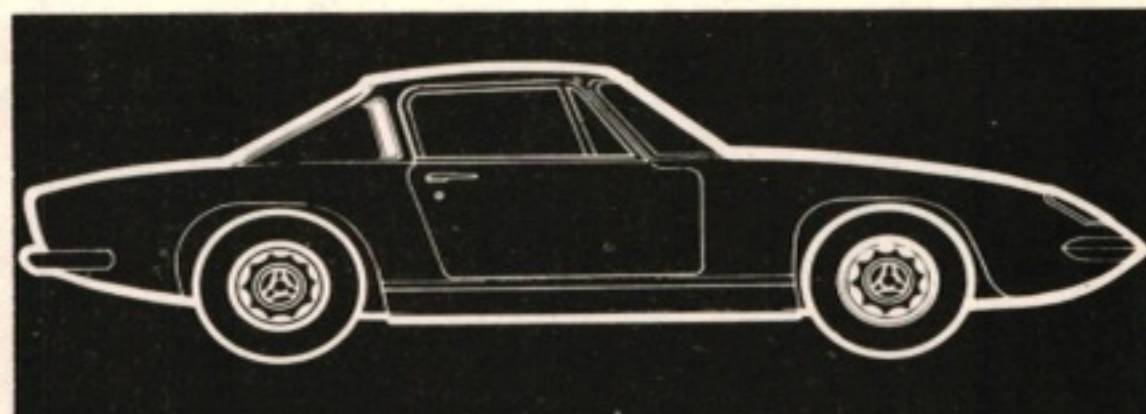
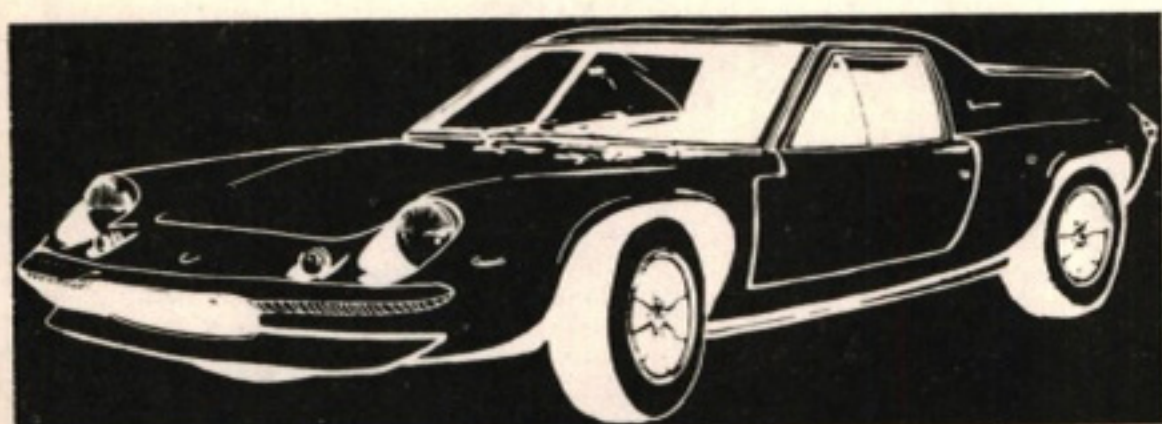


Paul Appleby.
David Hardcastle.



Spectator vantage points:
Start: Mansfield Technical College, 9am.
SS4 Gamston 103/700769.
Time 09.56
SS5 Wigsley 113/853689, 10.15
SS6 Fullbeck 113/908508, 10.54
SS7 + Halfway, Newark Showground 113/827566, 11.25
SS8 Balderton 113/817501, 12.40
SS12 Fulbeck (as before), 15.00
SS14 Wigsley (as before), 15.41
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PURELY PERSONAL



Thank goodness the season has started. I hate the winter with no championship meetings; there always seems to be something missing in life. In any case I get tired of listening to driver after driver saying "I'm gonna blow 'em all off." They all say it and let's face it only one can do it per race. Now they actually have to do it on the track and that's where the fun begins. During the Racing Car Show many F3 drivers were saying "What chassis shall I get, what's the best one to have, where can I get the best deal?" and so on. After all this head-scratching and wheeling and dealing they all arrive at the first race and find Damien Magee in what is basically a three-year-old Palliser fourth quickest in practice and leading the race. The same happened in the main FF race; 20 cars on the grid, the majority brand new and unraced and on pole position and race winner was a 1969 chassis. It does not really make sense but just shows how manufacturers can con people into buying their "new, improved and vastly superior" model.

Getting back to Damien Magee; his style of driving comes in for a lot of criticism from his fellow drivers in F3. He gets accused of nudging people round corners and on the straight and generally being rather unsociable with his driving manners. I'm not denying that he does it; thank goodness I'm in the safety of the press box, but I think that he could possibly be a great driver in the making who just needs sensible management behind him and not have to be quite so desperate for success. The Palliser is all he owns in the world and he has to get in the prize money to be able to live and run it again. That's not the ideal way to go motor racing but Damien knows he's good and is determined to get to the top. He will undoubtedly upset many more people before he makes it but so did a young Swiss driver by the name of Clay Regazzoni a few years ago and he made it all right.

The idea of competitors taking a spare car to meetings was until recently only confined to F1 but with sponsors to keep happy and lucrative championships to go for further down the scale the number of two-car, one-driver teams is very much on the increase. In F3 both Tony Brise and Mike Wilds have complete spare cars at their disposal should they damage one, while I also noticed a spare car in the GRD transporter last Sunday ready for Alan Jones. I also heard a story that one F2 team will arrive with two chassis at Mallory this Sunday. One fitted with one type of engine and one another so that time would not be wasted changing them about to compare them.

● When I think of Leeds all that comes to my mind is the best football team in the world, made up of men setting about doing a job in the most professional way possible. Last week I was invited up there by Tate of Leeds to hear their 1973 plans. I did not know what to expect except a nice day out. However, when I got there I soon realised that Tates are Leeds as far as anything at all to do with cars goes. They are very big and serve a big area. Coinciding with the announcement of their racing plans was the announcement of the Escort 1300E. They put on a big reception for over 300 people with lots of wine flowing. After introducing the Escort they went on to explain their competition plans with Chris Meek for the year; they have purchased a new Motul Atlantic car and a new Norman Abbott Escort and 10 engines. Many people would wonder, as I did, why they should spend so much

money on motor racing. After all, people at Brands Hatch who see that Tate of Leeds are Ford dealers are not going to go all the way to Leeds to buy their Ford. Well, the answer is that as Rallye Sport Dealers they feel that they need a competition image; they feel that they can learn from racing in engineering expertise and they can give customers something to identify themselves with and something to follow at local circuits Croft and Rufforth. Having spent a great amount of money on the cars they are going to make sure the people of Leeds know all about the progress. A full time PR man is with the team, they have tie-ups with Yorkshire TV, Radio Leeds and local newspapers, all of which give good coverage. In Chris Meek they have one of the most experienced drivers in club racing but more than that he is promotable. He wears very trendy clothes, owns two de Tomaso Panteras and numerous exotic motorcycles and he has the flamboyant character to go with it. Tates have got posters of him all over the town and in the newspapers looking every inch a teeny bopper pop star. This is professional promotion, like it or not, and other sponsors would do well to follow their ideas for their own, and motor racing's, good.

● Commentators at race meetings get very little credit for the job they do which is a far more difficult one than many people realise. They do it for love not money and have to start early in the morning so that they can speak to every competitor and discover facts to keep the spectator interested. Last

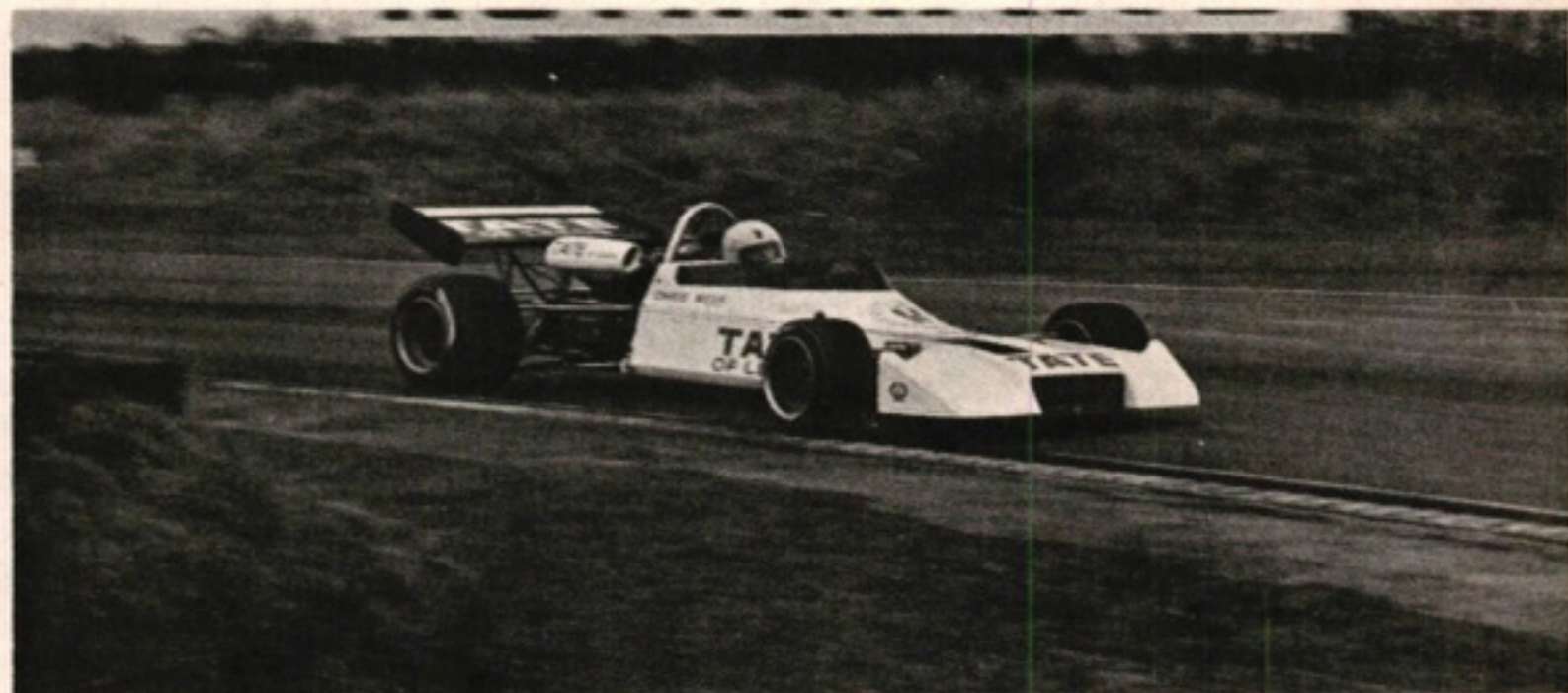
Sunday I thought Norman Greenway did a great job at Brands and I hope we hear a lot more of him at major meetings this year. He generates a lot of excitement and generally livens things up more than the others; okay, so he's human and makes mistakes but to my mind a good, lively commentary is what we need rather than a dull list of facts put over at crawling pace, irrespective of what's going on.

● Tim Schenken was at the Tate reception minus the beard he grew over the winter. Why? "Nobody came and asked me for my autograph when I walked down Maidenhead High Street any more."

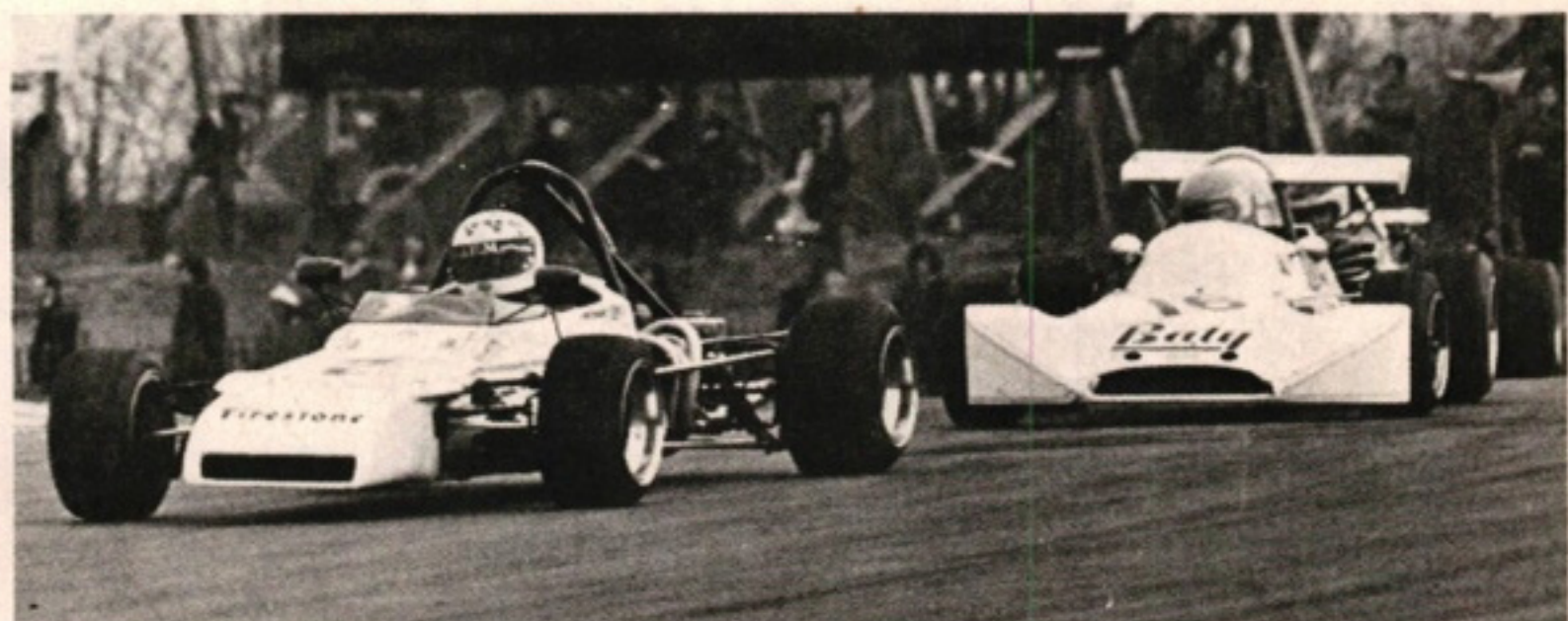
● I hear that Dave Brodie almost made it with royalty the other day. Apparently as he was driving down the M4 he came across a blue Scimitar being driven by Princess Anne. I gather a quick dice ensued but before Brodie had a chance to employ any of his saloon racing tricks she turned off to her pad in Windsor.

● I think it is only fair that I should warn all motor racing photographers about the return to racing of Paul Watson, one of the directors of Motor Race Consultants. His Falstaffian figure will be squeezed into a Mini on odd occasions this year, owned by MRC's accountant Chris Parsons. Watson was last seen racing at Brands a number of years ago chasing photographers round the top of the bank at Paddock Bend at Brands.

Ian Phillips



Chris Meek testing the Tate of Leeds Motul at Croft (above). Damien Magee during his controversial drive at Brands last Sunday (below).



Mexican Circus

By SIMON TAYLOR

During the winter off-season, with no motor racing to keep them occupied, a lot of people have been expending a lot of words (spoken and written) about who should be doing what to attract more spectators to the circuits. While the talking and writing was going on, a few people were actually dreaming up useful ideas for 1973, and one of the best must have been Motor Circuit Developments' series of Shellsport Celebrity Mexico races.

Twenty-five times during the season at the end of the day at Brands and other MCD circuits, the meeting's race winners (plus one or two other characters who get roped in) will have a chance to entertain the crowd in 20 bog-standard (not Group 1 prepared, but really bog-standard!) Mexicos. MCD boss John Webb views this project as a prototype for the days in the future when, perhaps, a promoter will own all the cars in his races, hire the big stars to drive some of them, and lease out the others to paying drivers.

Whatever you may think about that, drivers and spectators alike judged last Sunday's first Shellsport Mexico race a great success. In fact, the only person with a long face after it was all over was Webb himself, who decided to take part on this occasion and got firmly punted off at Bottom Bend on the first lap by driver or drivers unknown!

The 20 cars arrived from Fords on transporters barely a week before the first outing, leaving Shellsport team manager Jackie Epstein and his band very little time for basic servicing and running-in. All 20 are painted differently—sensibly, so that the crowd can distinguish the cars more easily—but, also sensibly, all are in different permutations of five standard Ford colours, because no doubt there'll be quite a lot of panel beating and respraying going on during the year. . . .

Apart from their bright and attractive turn-out, the cars really are totally standard, the only departures from showroom spec being Bilstein dampers, positive fixings for boot and bonnet, full safety harness and full roll-over cage. RS alloy wheels are fitted, shod with Avon Wide Safety GT crossply road tyres.

Just about everyone connected with the project, from Jackie Epstein's wife to the Shellsport mechanics, was running around in a Mexico during the week before the race to get some miles on the clock, and then on the Thursday before the meeting Epstein personally lapped Brands in each one of them to make sure all was well. Apart from one or two minor adjustments they all behaved themselves admirably.

So determined was Epstein that everyone should be on equal terms that every fuel tank was filled to the brim to prevent a weight advantage with a half-full tank, every tyre was inflated to 45 lbs exactly, and no driver was allowed to open his car's bonnet or tamper with anything.

The four of us who were in the race buck-shee, as it were, rather than having to earn the drive by winning one of the day's other events, were Boss Capri man Mick Hill, the aforementioned Mr Webb, Clive Richardson from Muttering Nudes and myself. We were allowed a few laps during the morning to qualify, and at first the car felt much more understeery than the Mexico I raced last year, which of course was on racing tyres. But after a couple of laps, with the Avon crossplies well warmed up, I found that as long as the car was chucked determinedly into the corner the understeer disappeared and the tail could be hung out slightly, with the familiar Mexico lift of the inside back wheel on the slower corners. Despite having only 350 miles under its belt, the engine revved willingly to 7000 rpm, although it chucked out plenty of oil smoke under hard full-

throttle cornering (unbaffled sump). It also had the characteristic fluff under hard cornering which is always present under racing conditions in a Mexico unless a small mod (legal now in Mexico racing) is done to the carburetter.

Robert Fearnall's report of the event appears elsewhere, so I will just confine myself here to the naughty tale of my race. Grid positions had been decided in advance by ballot, and I was lucky enough to find myself on the third row. As the flag fell there was that feeling, now fairly familiar to me, that the whole field is rushing into Paddock Bend 20 abreast, and that, whatever happens, one must try to keep a bit of tarmac for oneself. My bit of tarmac ended up only three feet wide, and a Mexico is five feet wide, but as I bumped along on the grass on the inside of the approach to Paddock the tarmac miraculously appeared again and I found, to my surprise, that I was in third place behind 850 Mini-man Neil Dineen, who had had a front-row grid position, and Group 1 hero Roger Bell.

One of the more disconcerting things was that it was hard to tell who you were dicing with—no names on the cars, of course, and there were only a few crash-helmets that I could recognise. One was the colourful one of Tony Lanfranchi, who'd been immediately behind me on the grid, and it was filling my mirror. On lap 2 it came alongside on Bottom Straight, but I kept the door closed into Kidney: meanwhile at Clearways Dineen went wide, Bell got alongside, they came together, bounced apart, and I found myself between them.

Three abreast on the top straight, with Dineen slipping back, so that Bell led and I was second (whatever would the Guild of Motoring Writers say!). But the glory didn't last long, because we all arrived at Paddock Dineen (I think) tried to get by on the inside, and didn't, and Lanfranchi tried to get by on the outside, and did. Back to third again.

Next time at Clearways it really all happened. Somebody (was it you, Tone?) went sideways one way, then sideways the other, then across the other side pointing straight at my door and I, fearing the worst, braked hard. Whoever it was eventually gathered it all together, but I lost so many revs I had to grab second gear. While all this was happening Dineen came past me on one side and Bernard Unett on the other, and I had Mike Crabtree knocking on my bumper. We went into Paddock side by side, Mike on the inside, and that was another place down.

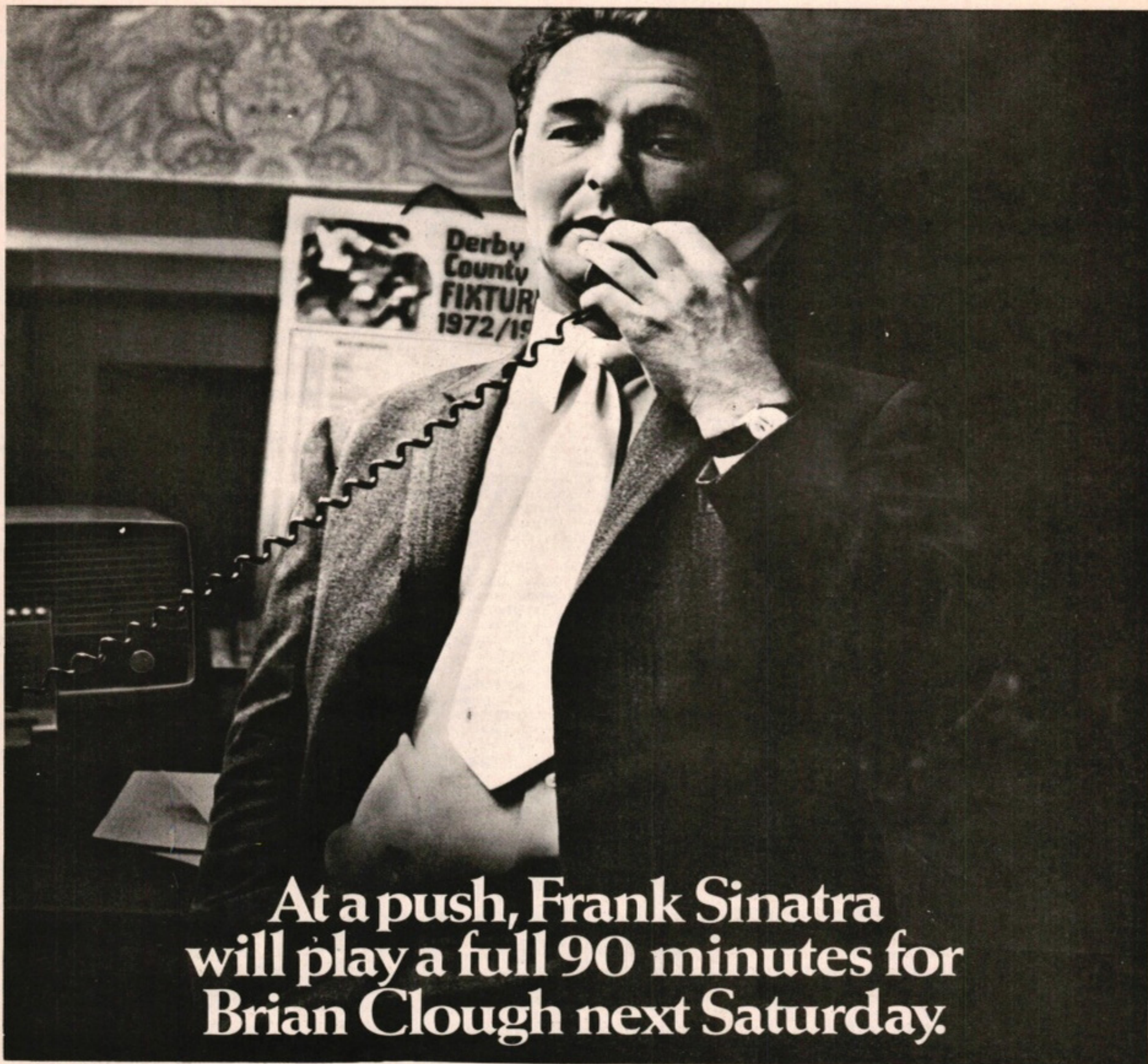
Determined to make up some of the ground I had lost, I rushed up into Druids, where somebody had obviously just finished doing some agriculture because the road was covered with best Kent earth. Don't make excuses, Taylor, you just lost it. Yes I did—locked up the back wheels and round I went: to sit with a dead engine facing 14 other Mexicos who were all arriving with great haste and who all looked as if they were going to hit me.

None did, but by the time I'd strained in my seat harness to reach the ignition key and got under way again I was in 17th place, a woeful comedown. Hanging my crash-helmet in shame, I set off after everyone else and finished the race all on my lonesome with no one to dice with.

Up at the front Lanfranchi, Unett and Bell, who don't do silly things like spin at Druids, were continuing to keep the crowd on their feet, and judging by the hoots and cheers when winner Lanfranchi went round on his lap of honour they all enjoyed it as much as we did. Look out for more Shellsport Mexico races—all the cars really are equal, so they must sort the men out from the boys. Some well-respected names with quite good positions didn't go as well as expected on Sunday, while others—I think Ian Taylor was one—were really tigering up from the back. And whoever wins, they've got to be grand fun.

Just like Hyde Park Corner (below). Simon Taylor shows how not to go round Druids (bottom).





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The G2 CSL BMW sits alongside the rallying 2002.

BMW Motorsport GmbH

The announcement of a new competitions department discussed with Jochen Neerpasch and Hans Stuck Junior

By ROBERT FARNALL

When Jochen Neerpasch drove the Group 2 3.3 litre BMW CSL into the Olympic Stadium amid floodlights in Munich a week last Wednesday night (February 28), it signified the first public appearance of a product from BMW Motorsport GmbH. It is an extremely rare occasion for a major manufacturer to enter into motor sport nowadays, and even rarer to see a large concern such as BMW invest such an astronomical outlay into the formation of a new competitions department. BMW believe that the enthusiasts brought the company through the difficult patches in the early 60s by supporting the 1600 and 2-litre models, and now that BMW has joined the big league of motor manufacturers, they feel indebted to the enthusiast for his original support and have thus established the motor sport GmbH.

BMW also see the introduction of a com-

tained, and a completely new stores and office building, with all the equipment that's needed. Around 35 people are employed by the competitions department and each of the mechanics has his set job in the organisation. The various departments were most meticulous in their appearance and the operation is very efficiently run. To have the competitions department running so smoothly in February is quite remarkable when you consider that work on this new centre only started in May of last year. All of last year was spent building up the business so that work on the first Group 2 cars only started in the first week in December and they were being tested a few days before Christmas!

Immediately under Neerpasch are his former Ford of Cologne colleague, Martin Braungart who is responsible for the engineering and development department and technical pre-



BMW line-up: From left to right, Stuck, Waldegaard, Hezemans, Quester, Warmbold, Menzel, Amon and Neerpasch.

petitions department boosting their sporting image, which most of their cars already have in their styling. With BMW's competitions department, the unique situation is the close connections with the main company. They have the production facilities close at hand for any productions they require and they have the use of the company's engineering department for any future developments in racing. So whereas the GmbH can concentrate solely on preparing and racing the cars, the experts in the BMW concern can sort out the future engine and chassis development programme, such as the 24 valve version of the six cylinder engine.

Jochen Neerpasch, manager of the BMW competitions department, explained that he has an entirely free hand on the racing side with the motor sport GmbH being an independent company. He sees this and the connections with the main factory as a great advantage because "our cars will be built to a higher technical standard than our rivals."

The 8220 sq mile site of the BMW competitions factory is situated at the corner of Moosacher Strasse and Preussenstrasse, within close proximity of the BMW's cylindrical headquarters building. The new company has separate departments for the engine building and testing, the competition workshop where the cars are built up from scratch and main-

tenance while former Porsche man Herbert Staudenmaier is responsible for the customer's engineering department and deals with technical matters concerning BMW privateers.

Jochen Neerpasch's switch from Ford of Cologne after building up the unbeatable Ford Capri team, to BMW last year, caused quite a sensation. Before Ford, Neerpasch raced himself, being a member of the works Porsche team, "where I came more aware of life and decided to go into the technical and management side. But I do think I enjoyed racing more."

But why the change from Ford to BMW?

"Because I like Munich," joked Jochen. "But seriously I liked the job at Ford very much. I joined Ford in 1968 and was able to build up the motor sport activities in Cologne—it was a very interesting job. But towards the end of my last year at Fords, it became less interesting for me. The Group 2 Capris were winning all the races and for 1972, it all seemed the same. There was no one to challenge us and when there was the possibility of building up the BMW motor sport programme, I thought this would be more interesting."

"It is much easier to work here than at Ford. The connection with the factory is much stronger here than at Ford and as a result we are more flexible. At the moment there is a problem getting all the parts

we need because the factory is working to its limit in producing enough road cars, but the benefits of working close with the factory are many in future development."

"The future of BMW's competition programme lies with saloon racing and rallying," explained Neerpasch, and particularly he added later, with the new silhouette formula.

As mentioned in last week's preview to the 1973 touring car season, some manufacturers have been pressing for the new silhouette formula, which would be for saloons and production sports cars using the same body, the same basic engine and the same position of the engine and gearbox. Everything else would be free.

With BMW having to put the expensive CSL into production to get a competitive Group 2 racing saloon, no wonder Neerpasch dislikes homologation. "Because of its 100 options Group 2 is too expensive, and the silhouette formula might be even more expensive, but it would be less expensive than the 3 litre World Sports Car championship formula and we expect to be announced in the next few weeks, the decision to make the World Championship for Makes in 1975 for this silhouette formula."

It is this championship in 1975, which BMW really have their plans on. "At the moment we are not interested in winning an overall championship, but are keen to win certain races."

"To begin with in 1973, we do not expect to win in the European Touring Car Championship. We are very new to competitions and our cars have not done enough testing to be race winners from the start. However, we have to start winning from the middle of the season. In the early races I expect to see the Alpina and Schnitzer cars beating us, as they have had many years experience in racing Group 2 BMWs."

"For Group 2, we are always running at a disadvantage because of the weight of the car. Both Ford and ourselves are producing similar horsepower but until the Group 2 regulations are relaxed so that we and our rivals can race below the homologated weight, we are always going to start off at a disadvantage."

One of the important aspects with the establishment of the GmbH, is their relationship with BMW's main tuners, Alpina, Schnitzer, GS and Koepchen, who have been taking victories on behalf of BMW in the past. Neerpasch explains that there "is great co-operation between GmbH and the tuners, particularly in engine development and as we cannot do everything ourselves at once, we ask some of the tuners to do some of the work for us. At the moment Schnitzer probably have the best 3 litre engine, Alpina the best chassis and we have the best in other areas. Around mid-season we may well put our resources together to run very competitive all-round cars."

"A good example of our association is that we are using the 2 litre Schnitzer engine in our 2002 rally car. The 2 litre engine we build for March cars is different in design to the Schnitzer one which is best adapted for saloon racing and using two similar engines like this, leads to useful information for future use. As a new company we haven't got time to develop everything ourselves, so co-operation is essential. However, looking to the future, we do have better prospects with our factory association." When asked if BMW GmbH would ever build complete race cars for customers, Neerpasch could not see this happening unless the department grew considerably, but would expect the tuning firms to deal with this business.

When discussing BMW's connections with March, Neerpasch explained that the agreement with March was for one year, but he had been extremely pleased so far with the co-operation with the Bicester concern. "We could not expect to win with the March-BMW when it first appeared in South Africa as we treated it more as a test session, but I'm sure the Formula 2 Marchs are going to be very good."



Neerpasch: "In G2 we have to start winning from the middle of the season."

Why was the 2 litre BMW engine deal exclusive to March? "Because we are still a very small company and we felt 50 engines were most we could do. As well as building 50 engines we also service them and this is much easier done with one manufacturer than with several—we prefer to do a proper job with one company."

The fact that March have sold so many BMW-engined cars has caused an additional problem for Neerpasch in supplying the engines quick enough, but he did emphasise his satisfaction of the agreement with March and will see how it develops before committing himself to a future contract with the Bicester concern or assisting them in developing a March road car.

The 1973 programme

Five 3.3-litre CSLs are being built for the European Touring Car Championship, the national German Touring Car Championship and two rounds in the World Championship for Makes, the Le Mans 24 Hours and the Nurburgring 1000 kms. Driver pairings are Chris Amon/Hans Stuck Jnr, Toine Hezemans/Dieter Quester with Harald Menzel driving a car in the national championship. Two of the cars have been built and tested at Hockenheim and Paul Ricard, and the third is almost ready. The latest tests at Ricard included having one car run as an endurance test for Stuck and Menzel and lapping around the 2 m 13 s mark, it showed no problems after a number of hours, while Hezemans concentrated on quick lappery while testing various adjustments in the other car and got down to an outstanding 2 m 11.5 s. Neerpasch seemed quite satisfied with the performances although "we need some more testing before the first race at Monza, so we will be using the first few races as test seasons."

The 1062 kg cars are immaculately turned-out in silver with blue/red/purple stripes, and use lightweight construction chassis and aluminium bonnet and boot lids. The six cylinder, two valves per cylinder, 3340 cc engines give 360 bhp at 7600 rpm and use Kugelfischer fuel injection. Castrol oil, Bosch electrics, Bilstein shock absorbers and Dunlop tyres are used.

BMW GmbH will not be running any cars in the 2 litre class of the European Championship. As previously stated, Neerpasch is not interested in winning a championship at the moment but certain races, and he feels it would be unwise to stretch the factory's programme even further by running a car in the smaller class. Alpina and Schnitzer are also running the 3.3 litre CSL coupes and as mentioned earlier, all three teams have certain small advantages over the other, whether its Schnitzer with their engine or Alpina with better chassis characteristics. Drivers contracted to Schnitzer are Henri Pescarolo, Jean-Pierre Jaussaud, Bob Wollek and Walter Brun with appearances by the Brambilla brothers, Jacky Ickx and Rolf Stommelen. Alpina's efforts will be entrusted to Niki Lauda and Brian Muir.

GS Tuning will be running a 2002 for Dieter Basche and Manfred Mohr but owing to a limited budget are unlikely to run this car in every round of the European Championship. Koepchen likewise are running a 2 litre car, and this one will be driven by Helmut

Kelleners.

On the rallying front, 31 year old Achim Warmbold is BMW's German hope. Following last year's win on the TAP, Warmbold's programme with BMW for 1973 includes several FIA rally championship rounds with the four valve head 1990 cc 2002 model, which gives 240 bhp. Former Porsche pilot, Bjorn Waldegaard will also be driving a 2002 for GmbH.

Incidentally the 2 litre engines developed by GmbH has one plug per cylinder and not three, as was used in Dieter Quester's Chevron in European 2 litre sports car rounds last year. BMW were pleased with the performance of the three plug head units, but as they are difficult to work with, it was decided to produce the one plug per head unit, for the March customers. Otherwise the unit is very much the same as used in Quester's Chevron.

BMW Sports Trophy

One of the major announcements with the inauguration of the BMW Motor Sport GmbH, was the formation of a BMW Sports Trophy for 1973, which encourages the participation of BMW private entrants through technical advice, bonuses for successes and a unique accident insurance scheme.

Factory-entered BMWs and cars entered officially by Alpina, Schnitzer, GS or Koepchen do not qualify for the awards. In addition to giving technical assistance there are other benefits such as a refund of 15% on the price of a new BMW to drivers competing in this BMW Sports Trophy and a discount of 23% for spare parts ordered from the factory or its branches for competitors.

Drivers who participate in the BMW Sports Trophy are entitled to personal accident insurance coverage, amounting to DM5,000 in the event of death, DM50,000 in the event of a disability to DM30 daily allowance during hospitalisation. Should a claim arise, settlement is made by the BMW Motorsport GmbH. The BMW Sports Trophy is a points-awarded championship for BMW privateers in which the end-of-the-year winner earns DM10,000 with lesser prizes down to 10th place. An additional DM500 is awarded for competitors who qualify within the first three for all German racing championship events, and more internationally there are lavish bonuses for G2, G5 races, rallies and hillclimbs varying from DM5,000 for winning a G2 rally or racing FIA championship round to DM800 for winning a race over 100 km.

As the announcement stated, "with the formation of motor sport GmbH, BMW promotes not just a handful of top professionals, but above all, the wide range of up-and-coming sports drivers."

Hans Joachim Stuck

"Jochen Mass told me to watch out for his Capri knocking on the door of my BMW as we go into the first corner at the start of this month's Monza 4 Hours," quipped Hans Stuck Jnr in his best Germanised-English when I asked him how close he expected the competition to be in European Group 2 racing this year. Twenty-two year old Hans Joachim Stuck Jnr (born on January 1, 1951) is tipped to be the fastest fast-rising star in German motor racing circles. Last year he was a prominent member of the Ford of Germany, Capri line-up, winning the Spa 24 Hours with Jochen Mass, but since has switched his allegiance to BMW.

Son of the legendary hillclimb champion Hans Stuck—"the King of the Mountains"—Stuck Junior has been fully supported in his racing efforts by his father. "When I was nine years, my father built me a kart track around my own garden and when I was 16, my father got me a special German driving licence two years before I was officially allowed to have one." Then he joined the international sports driving school at the Nurburgring where his father was an instructor (Hans Junior even lapped the 'Ring at the age of 13!) and when he was 18 his ability had been noticed for him to race a 2 litre Koepchen BMW in which he finished third.

The result of this was a contract with Koepchen for 1970 to drive their 2002 in the German championship races. Out of 10 races, "Strietzel," as he's commonly known,

won five or six, "but Koepchen was a small company and there were lots of problems," after which they pulled out of racing at the end of the year. But for 1971 he kept with the BMW marque as the factory had allotted more money to Alpina to run G2 cars and Stuck was commissioned in to driving a 2 litre, in which he finished second at Brno and third at Monza, before graduating to a 3 litre at Paul Ricard where he finished fourth with Jacky Ickx.

As Stuck Jnr, said "my father knows all the important persons in Germany. He arranged the Koepchen drive for me and when Alpina's money was stopped by BMW for the 1972 season, he introduced me to Jochen Neerpasch, for me to drive Ford Capri."

The long-haired Stuck thus started an association with Neerpasch, a man he greatly respects. "Neerpasch has been very good in bringing me up in racing and when he left for BMW he asked me to drive for him and I was glad to do so. He has been a great assistance in my racing career and what he says, I do."

"But I would like to say how 100 per cent reliable the Ford Capris were last year. I'm sure there has been no better team in saloon car racing than the Cologne Capris last year."

Stuck's career has therefore been almost entirely concerned with saloon cars. From BMW to Ford to BMW, Stuck starts his fourth season in saloon racing this year and will share a CSL with Chris Amon. "I like saloon racing a lot—it's not so dangerous—and now more and more Grand Prix drivers want to come into saloon racing. This year it's going to be really good."

"But I have raced a single seater and I liked it very much. The car, a Formula 3 Eifelland, was not very competitive. But now I have been doing a lot of testing with the Formula 2 March-BMW, two hours at Ricard and last October a few laps at Silverstone. It's quite different getting used to the single seater but I'm very keen to do it." Stuck will be competing in five races for the works March-BMW team his season starting with his local and favourite circuit, the Nurburgring on April 29. Stuck holds the saloon record at the 'Ring in an amazing 8 m 38.6 s. Depending on his success in Formula 2, Hans Joachim Stuck smiles hopefully about the prospects of having a go at Formula 1.

Cars being built up in the competitions department.



The pomp and circumstance which surrounded the announcement of the BMW Motorsport GmbH and the Group 2 CSL in the Olympic stadium gives some idea of the importance BMW attach to their motor sport. And the way in which BMW's second-in-command Bob Lutz and competitions manager Jochen Neerpasch spoke about the company's involvement in motor sport should earn the Munich concern a gold medal for its efforts so far. But no doubt they will be winning enough of them anyway either in International rallying, the Group 2 saloon Championships or the future World Championship of Makes.

F2 starts at Mallory on Sunday

The Formula Two season kicks off this weekend at Mallory Park and the entry promises a first-class F2 race at the Leicestershire circuit with plenty of new cars and drivers on show for the first time. The meeting is being sponsored by Radio Luxembourg who are giving it plenty of airtime and arranging side attractions which should add up to a very entertaining weekend all round.

Formula Two suffered last year from poor engine reliability but at the end of the year the Ford alloy block BDA was homologated which solved many problems and for this year a change in the regulations has allowed the 2-litre BMW engine into the formula as well. The engine has not been seen in this country yet but its performance in sports car racing and F2 private testing has indicated that it will be more than competitive.

March Engineering have an exclusive contract with BMW to use these engines and their two car STP works team looks like being very powerful. Two Frenchmen, Jean-Pierre Beltoise and Jean-Pierre Jarier, will be in the all new 732 cars. Beltoise has not driven much in F2 in recent years but his rare appearances have resulted in good showings; Jarier is very much an up and coming man, he had a good year in F2 in 1971 but lack of money kept him out of the formula last year. This year as March works driver in F1 and F2 he could show great potential.

Mike Beuttler has always been a front runner in F2 although his finishing record is very poor; every time he has finished in the past two years he has been in the first four so he must be a man to watch in one of the new March-BMWs. Other new Marches will be handled by newcomers to the formula, Jacques Coulon and Colin Vandervell (both former successful F3 men) and last year's Formula Atlantic Champion Bill Gubbelman. The Brambilla brothers from Italy can always be relied upon to be entertaining and they have got a couple of new cars for this year. Tom Walkinshaw has not done much racing recently, but at the end of last year put up some astonishing performances in saloon cars which has brought back entrant John Stanton into racing with a new 732 for him. Vern Schuppan had one F2 race last year with his special-bodied March 722 and got on the front row and led the race. He has the same car this year and could create a surprise.

Surtees entered F2 last year for the first time and won the championship so not surprisingly have sold a number of new TS15s this year. There will again be a Matchbox-sponsored works team headed this year by German ace Jochen Mass who only did three F2 races last year, winning one and leading another before retiring. Many people have tipped him to retain the championship for Surtees this year. His likely partner at Mallory is last year's very popular champion Mike Hailwood who can always be relied upon for a good performance.

James Hunt made a startling entry into F2 at the end of last year with an old March. This year with sponsorship from Hesketh Finance and a new TS15 he promises to be a leading challenger. Almost certainly his car will be the most gaily painted on show and the team personnel have been kitted out to appear like American footballers.

Other private Surtees will appear for Canadian Dave McConnell, and F1 Atlantic graduates Peter Wardle and Bob Salisbury, the latter in Bob Gerard's car.

The one name that will be watched very carefully over the weekend is that of local driver Roger Williamson. Over the past two years he has emerged as one of the brightest



Roger Williamson—GRD.



James Hunt—Surtees.



Jean-Pierre Jarier—March.



Vern Schuppan—March.

British prospects with a string of wins in F3 and other good performances. His F2 experience is very limited but he has shown a great turn of speed while testing the very latest GRD 273 which is run for him by Tom Wheatcroft. Not only will people be watching the driver but also the performance of the car. GRD have only one full season behind them and they took over F3 during that time and this year hoping to do the same in F2. Although Dave Walker is injured there is a possibility that the works DART Racing with GRD car will appear with a surprise driver although at the time of going to press this had not been decided.

Brabham are running a works car in F2 this year for the first time for a number of seasons and Irishman John Watson will be driving the new and unraced BT40 which will be watched with a great deal of interest. Watson has been appearing infrequently in F2 for a number of years, mostly as a privateer, but has always been near the front. Private BT40s will be handled by Cyd Williams and John Wingfield.

Last year Chevron made a big impact on F2 with their works run B20 model for Peter Gethin and they will be continuing their effort this year on an even bigger scale with two cars. Gethin will be joined by Gerry Birrell in the team using new, and so far unraced, B25s. Gethin is due to go testing at Oulton Park on Wednesday for the first time while the factory will be working flat out to complete Birrell's car in time for practice. Incidentally, the works car will appear in a new black and yellow colour scheme rather than the traditional red.

Surprise winner at the meeting last year was David Morgan with an outdated Brabham. Later in the year he got a new BT38 and was consistently quick. This year he has switched to Chevron with a new B25. He has been testing with it over the past few weeks and is delighted with the car and he must be in line to repeat last year's success.

One of the most interesting cars at the meeting will be the Scott F2 for Richard Scott. The car is described fully elsewhere in this issue. It is very new but if the old maxim "if it looks right it goes right" applies then the performance of this new car will be very interesting.

The entry is completed by the F2 Ensign which was built for John Burton last year but was never raced. The car has been bought by northern sports car man Brian Robinson who will be making his first single seater appearance with it.

Well, that is a fairly representative list of all that is good in F2 this year but only 20 of them will be able to start the race so Saturday's practice promises to be as exciting as the race. The entry will be split into two groups and the fastest 12 from each group after two sessions will go forward into a final practice session when they will qualify for grid positions; the fastest 20 will line up for the first of the two 50-lap heats on Sunday.

To try to predict a winner from the entry of which the Surtees is the only race-proved car, would take a brave man, there are too many factors and unknown quantities involved. The best thing to do is go along and watch it. We guarantee no one will be disappointed.

In addition to the F2 race there will be top quality supporting races for Formula Atlantic, Formula Ford, Special Saloons and G1 production saloons making a total of eight first class events on Sunday plus three extra practice sessions.

Formula Atlantic is really a national F2.



Mike Beuttler—March.

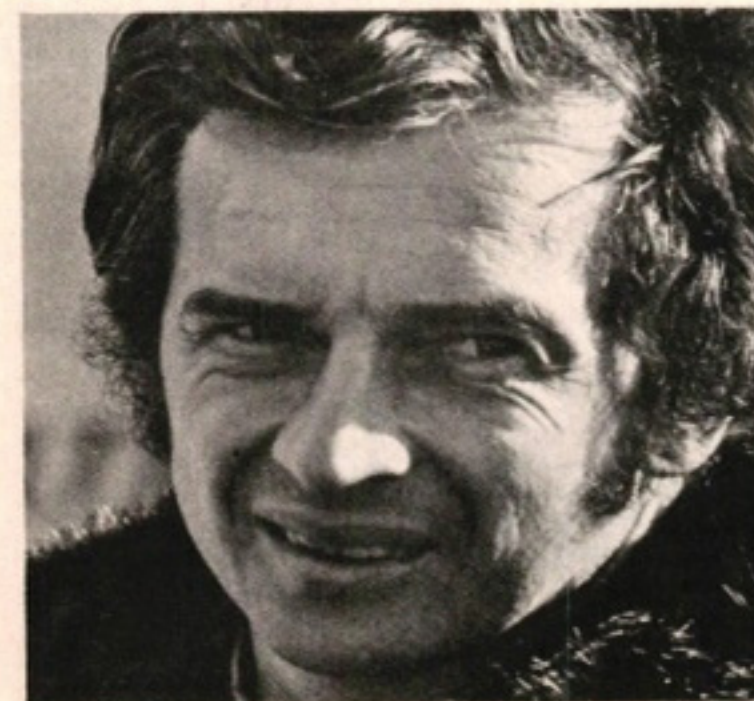


John Watson—Brabham.



Gerry Birrell—Chevron.

Jean-Pierre Beltoise—March.



The cars are very nearly as fast and virtually identical, the only difference being that they are limited to 1600 cc engines. The race is the first round of the new International Yellow Pages Championship which is fast becoming the country's most important domestic championship. Many drivers have decided to do Atlantic rather than F3 this year and it should produce the same spectacle at a higher speed, which has got to be worth seeing.

Some of the drivers who should be battling for the leading positions will include Colin Vandervell, David Purley and Steve Choularton (Marches), last year's runner-up Cyd Williams in a new Brabham and Bob Salisbury also in a Brabham. Peter Wardle and Geoff Friswell will both have Surtees while Stan Matthews will have an Ensign and Tom Pryce the works Royale. Chris Meek will give the Rondel-built Tate of Leeds Motul M1 its first ever race. John Nicholson (Lyn-car), John Lepp (Chevron B25), Ray Mallock (March or U2) are also expected to be very competitive.

Large entries in the opening rounds in Castrol production saloon and Forward Trust special saloon championships necessitate two races for each type of saloon formula.

The over £1050 Group 1 race promises to see a battle royal between the top names in the formula. Brands winner Roger Bell will have a very difficult task to repeat his success with the Rothmans BMW SI. There's Tony Lanfranchi in another BMW, John Handley and Stan Clark in Alfa GTVs, Richard Lloyd's Chevrolet Camaro, and Capris for Brian Cutting, Tony Shaw and Gordon Spice. Battles are likely to be just as hectic in the smaller class of this race, between Bernard Unett's Hillman Hunter GLS, Allan Wilkinson's Escort Mexico and Firenzas for Denis Thorne, Barrie Williams and Tim Stock.

The two cheapest Group 1 classes have a race to themselves and Ivan Dutton and John Lyon in Escort Sports are firm favourites, their main opposition coming from Simon Kirkby and Tom Leake in Simca-Rallye 1s. Cyd Williams joins the Satra Motors Moskvich line-up in the up to £600 class, with Tony Lanfranchi and John Webb, so a complete Russian domination is expected there.

Gerry Marshall is favourite for the special saloon race with his Thames Television Firenza. The Firenza of Dave Millington and John Turner's Escort are strongest opponents. The 1300 cc class is full of fast Minis including those of Geoff Wood, Bob Fox and Ian Briggs.

Winner of last Sunday's epic 1-litre saloon race, Ray Edge will be out to repeat the success on Sunday with opposition from Steven Soper's ultra-fast Mini, John Hipkiss' Mini, Peter Baldwin's Mini and the Imps of Ray Calcutt and Ray Payne.

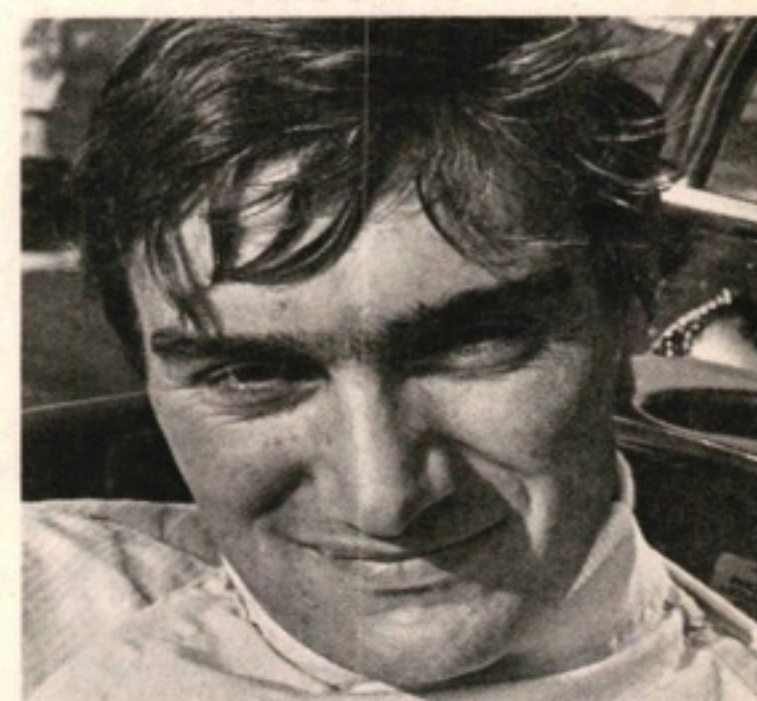
Qualifying takes place for the BOC FF Championship round, such is the enormous entry. Surprise Brands winner Richard Parsons is entered again in a Royale RP3A and among the other entries are Bob Arnott, Syd Fox, Keith Fletcher, Derek Lawrence, Mike Taylor, Stephen South and Mike Young. There are plenty more to pick from.



Jacques Coulon—March.



Jochen Mass—Surtees.



David Morgan—Chevron.

Peter Gethin—Chevron.



| TIMETABLE OF EVENTS | | | |
|---|----------|----------------|----|
| Saturday, March 10 | | | |
| Formula 2 (odd numbers 1-45) | Practice | 9.30-10.15 am | |
| Formula 2 (even numbers 2-44) | | 10.25-11.10 am | |
| Special Saloons (up to 1000 cc) | | 11.20-11.40 am | |
| Formula 2 (odd numbers 1-45) | | 11.50-12.35 am | |
| Formula 2 (even numbers 2-44) | | 12.45-1.30 pm | |
| Special Saloons (over 1000 cc) | | 2.30-2.50 pm | |
| Formula Ford (odd numbers 1-73) | | 3.00-3.20 pm | |
| Formula Ford (even numbers 2-72) | | 3.30-3.50 pm | |
| Formula 2 (for grid positions) | | 4.00-4.45 pm | |
| Sunday, March 11 | | | |
| Formula Atlantic | | 9.30-10.00 am | |
| Production saloons (small class) | | 10.10-10.30 am | |
| Production saloons (big class) | | 10.40-11.00 am | |
| RACE TIMETABLE | | | |
| Event | Laps | Start | pm |
| One Yellow Pages Formula Atlantic Race | 20 | 12.15 | |
| Two Forward Trust Special Saloon Car: up to 1000 cc | 12 | 12.50 | |
| Three Radio Luxembourg F2 Trophy Race—Part One | 50 | 1.25 | |
| Four Castrol Production Saloon Car: up to £1050 | 12 | 2.25 | |
| Five Forward Trust Special Saloon Car: over 1000 cc | 12 | 3.00 | |
| Six Radio Luxembourg F2 Trophy Race—Part Two | 50 | 3.30 | |
| Seven Castrol Production Saloon Car: over £1050 | 12 | 4.30 | |
| Eight British Oxygen Co Formula Ford Race | 15 | 5.05 | |



The 1972 Champions are after the title again

Quick success stories are rare in motor racing. But in last year's Formula 2 Championship series, "MATCHBOX" Team Surtees created a brilliant precedent by winning the title at the first attempt!

It was Team Surtees' first venture into the highly competitive Formula 2 field. And "MATCHBOX"'s first year as motor racing sponsors, which makes it all the more unusual. But then Mike Hailwood is a very competitive and talented driver—especially behind the wheel of a TS10.

This year the Team have a new car—the TS15, already successfully race-proved in the South American series.

And that's not all. Carlos Pace and

Jochen Mass will be joining the Team. So it looks as though "MATCHBOX" Team Surtees will be hot favourites in the 1973 European series.

If you can't be at Mallory Park this Sunday to watch the Team, race with "MATCHBOX" at home with your kids! They're hot favourites there, too. "MATCHBOX" models from 16p.

"MATCHBOX"

"MATCHBOX" is the registered Trade Mark of Lesney Products & Co. Ltd., Lee Conservancy Road, London E9 5PA.

correspondence

Browning's omen for mod sports

Robert Fearnall is to be congratulated on another of his excellent articles, this one regarding mod prod sports racing. In a nut shell he summarises the feelings and frustrations of many past and present participants in this over regulated class. I agree wholeheartedly with his comments on the 1969/70 season, when the very successful Spridgets were both outlawed by the regulations and then outclassed by the addition of more competitive GT cars. At the time it seemed that the Spridgets were too successful in an otherwise totally Ford-dominated scene. This was the body blow from which the essentially clubman-orientated class has never recovered.

I agree with his predictions on the slow demise of modsports. The only ray of hope is that commercialism will let the new Group 3 succeed and not to judge it too harshly on its first showing. If this succeeds this is an excellent way of injecting new blood into a less restricted modsports class, the natural transition for the club driver. This was the case in the 60s when the Austin-Healey and MG car clubs held races for standard cars recruiting many followers, including myself, for *marque* racing. Peter Browning was involved then. Let's hope this an omen for the future.

UPHALL, WEST LOTHIAN.

ALAN WOODE.

Racing sponsors: one way benefit

I have just recently turned my life-long interest in the sport to practical participation in Formula Fords, and as a professional planner, I feel strongly that the large sources of money generated by the sport are being dissipated among the few figureheads and not enough investment is made in the circuits themselves. As with all sports, during some time in their existence, motor racing has become fashionable through the advent of sponsorship. The John Players, Philip Morris and Yardleys of this world have used motor racing to widen their sales appeal. In doing so they have given the sport an expensive-looking veneer centred around a handful of favoured drivers and/or manufacturers that have a marketing appeal. With a little foresight, a large share of their sponsorship could be pumped into the circuits, turning them into genuine sports arenas, the motor racing track being one of many elements that could provide for both our leisure and participation.

Just last year the finest example one could have of an integrated sports arena closed its motor racing circuit due to the cost of upkeep relative to its earnings, namely, Crystal Palace. If John Player were to sponsor the circuit this would be just as promotionally effective and the sport would be better off, not just for the chosen few. If it is people that are required at circuits in numbers, to make circuits viable, which must be the aim then better and additional facilities must be provided. Better toilets, eating and viewing facilities must be priority integrated with other elements of participation ensuring the greater use over a continuing period of time.

I feel it is vital if motor racing is to survive in this country as a major sport, and it should simply because of its tradition and the fact that most of the top racing cars are manufactured in this country, then let us see an increase in percentage of this massive sponsorship channelled into the heart of the sport. Otherwise all the top circuits and consequently the events will be in Europe and

America. Circuits should be amended and new ones created with more emphasis on driver ability. It's the corners, curves and elevation that not only test the driver but provide a circuit of greater aesthetic quality and crowd participation.

Sponsorship has developed a re-emergence of motor racing in the public eye but if motor racing itself does not take advantage of this by reinvestment then when sponsorship falls from fashion, as inevitably it will some time, then I am afraid all connected with the sport will suffer and certain circuits could be lost forever.

LONDON, SE9.

MICHAEL G. MORLAND.

Standard's standard

A short article by Ian Morton in the *Evening Standard* (February 24) suggests, among other things, that some blatant cheating took place behind the scenes at the first two Grand Prix races of the 1973 season.

"Two or three teams have managed to run illegal cars... (which do not) conform to the 1973 minimum weight regulations," claims Morton. It is indeed remarkable that this reporter, who was not present at either of the two events in question, should have stumbled across facts which were not noted by the several reputable motor sports newspapers and periodicals which did have representatives in South America, and even more regrettable that he felt disinclined to reveal the names of the miscreants.

Morton goes on to mention how the rules are broken. He writes of "weighty materials which are removed after inspection (scrutineering)" and "manipulation" of the levels in the fuel tanks. Amazing, isn't it, that several dozen experienced journalists should have failed to spot these irregularities?

If Morton is so sure of his facts, he owes it to his readers, and to the Grand Prix teams which were unfairly deprived of prize money and championship points, to reveal exactly who was cheating. If, on the other hand, he does not have such an authoritative source, I suggest that it would be in the best interests of all concerned if Mr Morton were to devote the tiny space allocated to motor sports by his paper to matters which are more constructive.

LONDON, N1

MIKE DOODSON.

British hopes

How right Mike Kettlewell was in his statement about David Hobbs' racing career (F5000 review, *AUTOSPORT* February 15). I think this statement reflects the fortunes of quite a number of British drivers. When you consider that the likes of Niki Lauda, Nanni Galli and Jean-Pierre Jarier have competitive Formula 1 drives when drivers of the calibre of Brian Redman, David Hobbs, Alan Rollinson, Peter Gethin, Derek Bell and Chris Craft (remember how well he went in a basically two-season-old BT33 in late 1971) are left to get on with it in lesser formula. I wonder if Vic Elford would have retired last year if he had had the F1 drive he deserved a few seasons ago. The present situation may be more acceptable if there were more foreign F1 teams, but with only two non-British teams (and every chassis built in England) I don't see why there is so much bias of foreign drivers.

I think there may be some surprises at the Race of Champions with Williamson and Hunt in F1s. Let's hope so!

GILLINGHAM, KENT.

C. G. MURRAY.

"Thickeners"

Re: "Thickeners." They work. At least, STP does. Personal experience (the best kind) proves it.

To wit: customer with tuned 850 Mini, 1962 vintage. Drives hard, but no boy racer. (He's 67 next month). Over 100,000 miles in five years. Oil pressure 70 lb per sq in when hot. Consumption negligible. Engine silent as a tomb. Original 1962 motor, good for another 100,000.

Reason? Oil and filter change every 3000 miles. Plus... one can of STP. I can now confidently recommend this product to my other customers.

EDINBURGH 8

CHRIS MCGUIGAN.

Well done !

Following on from the winter discussions on improving the popularity of motor racing I was very pleased to receive some Speed International publicity for the Race of Champions. It is good to read such lines as, quote:

"We have received excellent co-operation from the constructors."

"Jackie Stewart doesn't want to come."

"A fairground, a military display and even elephant rides for the kids."

"So we're really trying, aren't we?"

Well done to all concerned! Keep it up. But I'm still worried at only seeing adverts for the meeting in the sports magazines.

SOUTH CROYDON, SURREY. MIKE LINTERN.

F5000

I am an ardent supporter of Formula 5000 and would like to see an international series set-up. This would not be difficult, as nearly all the cars are built in Britain so the first rounds could be in Europe, then over to America, finally to Australasia.

Each continent would have its own champion, with an overall champion being declared at the end of the year. Obviously the final championship placings would have to carry a large amount of money so as to attract people away from their own country.

TROWBRIDGE, WILTS.

J. CRAWFORD.

[A good idea, Mr Crawford. Using the World Championship points scoring system, with all European, US and Tasman races counting, the 1972 F5000 World Champion would have been Graham McRae with 13 victories and 140 points. The top dozen would have been:

1. McRae, 14 (13 wins); 2. Brian Redman, 85 (6); 3. Gijls van Lennep, 68 (2); 4. Alan Rollinson, 61 (4); 5. Teddy Pilette, 52 (0); 6. Ray Allen, 33 (0); 7. David Hobbs, 31 (2); 8. Frank Gardner, 31 (1); 9. Mike Hallwood, 27 (0); 10. Sam Posey, 26 (0); 11. Brett Lunger, 25 (2); 12. Keith Holland, 25 (1).

—Ed.]

Does JPS count ?

In your report of the Brazilian Grand Prix (February 15) you stated that Lotus have equalled Ferrari's total of 49 Grand Prix wins. However, as a fervent Ferrari supporter, I feel I must remind you that Lotus sold out to John Player and the Lotus 72 became the John Player Special. Thus Lotus cannot claim 49 wins to their credit when one has deducted the JPS victories. Therefore, it looks as though Ferrari will reach the 50 mark long before Lotus do—unless Ferrari sells out, which, fortunately, is highly unlikely.

HARROW-ON-THE-HILL, MIDDX. PETER MANN.

The editor is not bound to agree with opinions expressed by readers.

Anyone who has watched club motor racing over the past four or five years (particularly at Silverstone) cannot help but be aware of the name of Ian Richardson who has provided some of the most interesting racing, more recently in a very quick modsports Cobra and his famous McLaren Special. What may be unknown to many racing fans is that 32-year-old Ian (who is undoubtedly one of the most popular men in motor racing and one of the rare breed of people who put back more than they take out of the sport) started his connections with motor sport well over ten years ago and now runs a very successful V8 and V12 tuning business

Richardson Racing

at Ampthill (just off the M1 in Bedfordshire) specialising in work on the big stock block Detroit motors and the cars to which they are fitted. A visit to the Richardson Racing is to take a step into a completely different world for most people with all the talk of cubic inches ("... now what's the conversion to ccs!"), pushrods, Holman and Moody bits and general brute force to make cars go quickly but reliably.

A review of his racing career should be headed something like, "How to succeed in racing by trying like hell," but to start at the beginning: Ian first started playing about with cars back in the 1950s, when he was a Vauxhall apprentice, by acquiring an ex-works Tulip Rally Berkeley. Unsatisfied with the original 500 cc 3 cylinder two-stroke Villiers engine an Ariel Square Four was quickly substituted. When this inevitably blew up a Vauxhall VX4/90 unit was shoehorned into the car but the poor little thing just wouldn't handle when it was run in sprints so it was sold off with a Jowett Jupiter lump installed! By now the youthful Richardson had decided that motor racing was the thing to do and a quick course at Jim Russell's Racing Drivers' School at Snetterton cemented this idea in about 1959. It was about this time, however, that Pauline came on the scene to become Mrs Richardson, and as many have found before and since, nuptial bliss and its effect on the bank balance postpone one's racing plans!

The business first started at a garage in Lapworth, which is just south of Birmingham, where a number of cars passed through including an ex-Adrian Chambers Lotus Elite but Richardson's first real competitions project was already under way. This was to be a drag racing motor bike using an example of the trusty old Norton featherbed frame into which was crammed an Arden 2-litre flat four engine based on four Manx Norton motors! This hairy device was capable of doing the standing quarter mile in around 10 s and naturally it created a lot of interest at the time. As well as being successful in this country the machine was also raced in Germany (where it beat many of the locals despite some lurid moments at the start—"... those concrete autobahns are really slippery!") and was put on show in Sweden. Later the engine was supercharged and run on alcohol when it developed a tremendous 260 bhp but was never sorted out as a clutch



Home of Richardson Racing at Hill Garage, Ampthill.

to take the torque satisfactorily couldn't be found. When the ACU banned such large machines on safety grounds the bike was dismantled. Incidentally the ACU have recently reintroduced the class for up to 2-litre drag bikes.

In 1966 the move to the present premises at Hill Garage, Ampthill, was made and an ex-works Sebring Healey acquired. This had a works aluminium body and a full race engine and was used competitively for sprints and hill climbs before being sold to the late John Gott from whom it was passed on to Syd Segal.

During 1968 the Cobra which many readers will remember was built up for modsports using a brand new chassis acquired from AC and a 4.7 engine built by Richardson, of course. Very soon the engine was stroked out to 5.4 and the blue car (Richardson's colours) rapidly became the one to beat. It was raced throughout 1969 and 1970 which it held five lap records, most of which still stood unbroken until last year and, in fact, Snetterton's remains intact. It was the success and immaculate preparation of this car which helped to establish the business and to this day a significant proportion of customers are Cobra owners. Ian looks back on his two years in modsports as some of the best racing he can remember, and it seems rather strange that there are no really competitive Cobras in the category now when one considers how the lap records have weathered, but if anyone has any ideas in this direction, a consultation with Mr Richardson would by no means go amiss!

At the end of 1970 the Cobra was reluctantly sold to make way for the most famous Richardson-mobile to date: the McLaren

Ian Richardson busy in the garage.



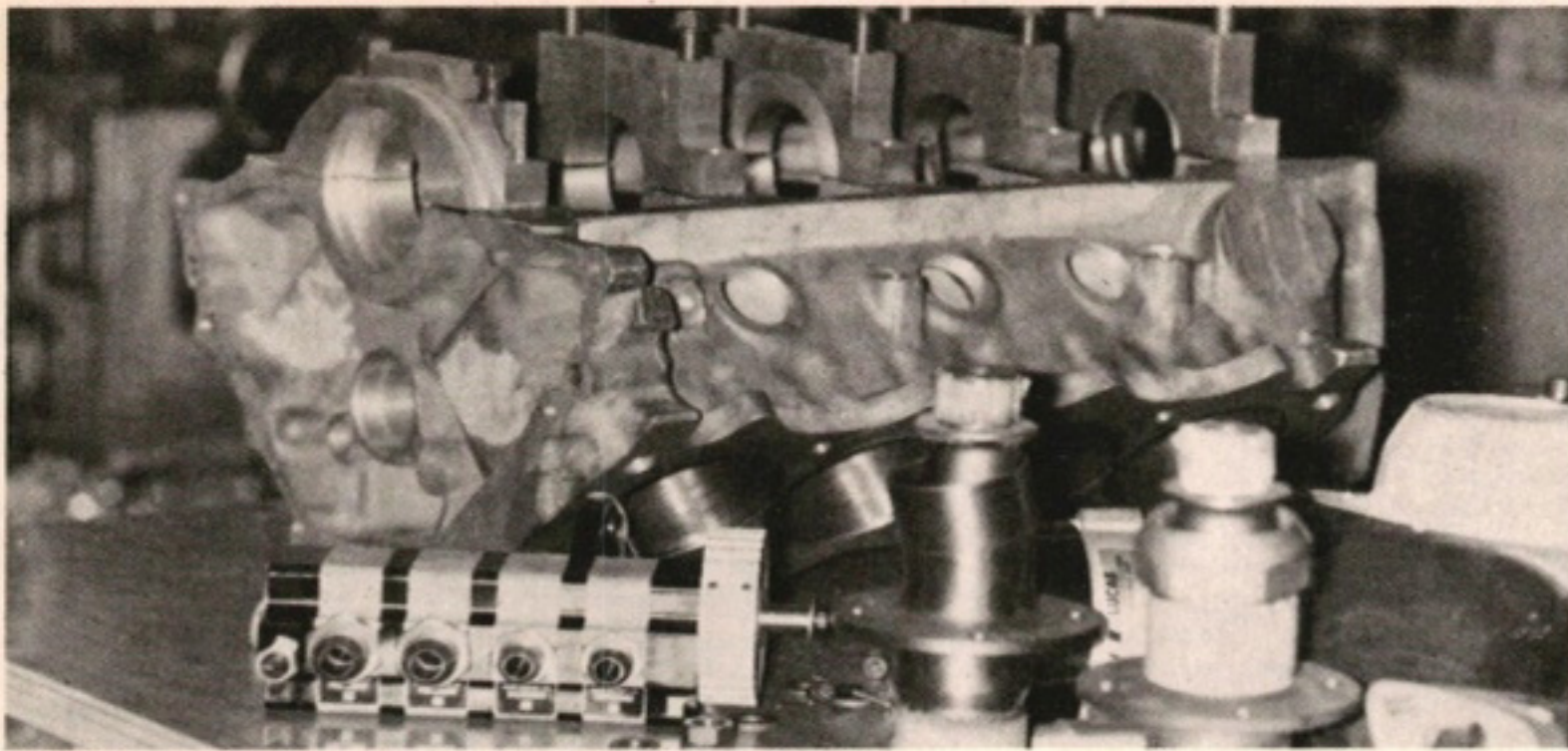
Special. This was one of the last Trojan-built McLaren sports car space frames, an M1C, fitted out with modified M1C bodywork and some later type M6 suspension. A 6-litre Holman and Moody based engine using Weslake heads and Weber carburettors was built producing about 520 bhp and the car was a winner from the start. It ran reliably throughout both seasons with no major engine failure (except at the InterSerie Silverstone when a 6½-litre engine was being used) and literally minimal maintenance. Obviously valve clearances were checked and oil changed, etc, but the engine ran perfectly the whole time, running up to 7000 rpm, and a few gears were missed! This is convincing evidence that those V8 motors provide fantastic torque and power comparatively cheaply and reliably. Those of us who remember the close dices Ian had with his close neighbour John Jordan in the McLaren Chevelle M6B (they always had a fiver bet on who could reach the Motor bridge first after a Silverstone start!) will remember these 'Ian and Johnnie shows' as some of the most enjoyable club racing ever seen in this country.

At the end of last season ex-Chevron B19 pilot Frank Aston bought the McLaren, although after only a few outings he is now offering it for sale. The McLaren went to make way for a very exciting special saloon project. The details of this car are not ready to be announced yet, but have no fear, when they are you will be able to read them in AUTOSPORT first! As well as this project Pauline (very much part of Richardson Racing, her appetite whetted by winning the ladies' award in last year's Silverstone Sprint series), will be taking to the tracks in the ex-Bill Sydenham G1 N600 Honda.

The success with the recent racing projects have, of course, been the finest possible advertisement for Richardson Racing and despite very little press advertising (except for the apparently very effective ones in AUTOSPORT) business has snowballed in the past couple of years. All the equipment necessary is to be found at Hill Garage with facilities for milling, drilling of all sorts, head reworking (a new shop for this has recently been built), welding, lathes capable of turning anything up to 15in wheels and boring equipment capable of going up to 8in diameter! A Heenan and Froude dynamometer is ready and will be installed later this year. Crankshaft balancing is done by Laystalls because the large V8 crank requires an art all of its own.

A comprehensive range of standard and competition parts for small and large block Fords and large block Chevrolets is kept and most components such as heads, pistons, con-rods, cranks, camshafts, valves, gaskets, etc, can be supplied off the shelf. Nearly all parts are imported direct from the USA including many Holman and Moody parts and TRW forged pistons. Holman and Moody have been particularly helpful especially with the engine for the McLaren.

Ian Richardson is full of praise for John Horsman of Gulf Research and all of the JW Automotive staff who have helped so much over the years with both parts and information. It is pleasing to hear in these days of increasing professionalism and the ensuing rat race that someone in Horsman's position can find time to help out another team mainly involved in the supply of engines for



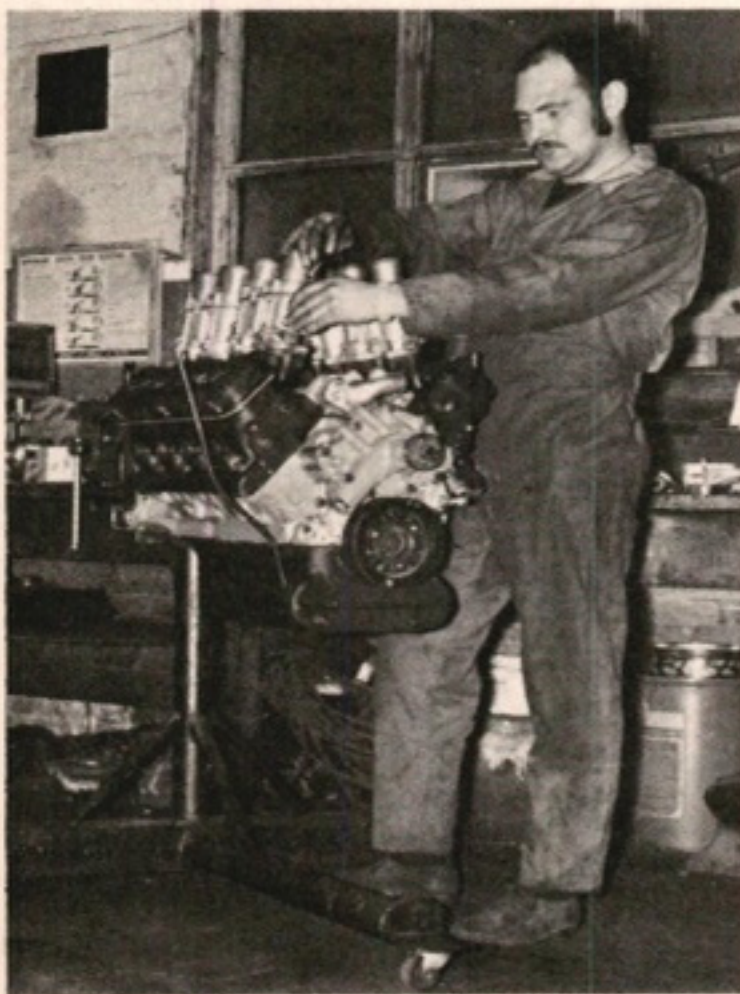
Aluminium block for a 6-litre Ford ready for machining.

the club racing scene.

More and more well known customers are taking their machines to Richardson now and by way of illustration some recent ones are mentioned below. The engine for David Howe's AM Javelin was built at Ampthill and for 1973 we can expect to see the car in some special saloon races as well. The motor for Richard Taft's TVR was built and recently the engine for the works modsports TVR was stretched to about 5.7 litres for Brian Hough to drive this year. Also on the modsports scene a very potent aluminium Chevvie has recently been completed for a Corvette. Mick Hill's Boss Capri should be going even better in 1973 because Ian has just finished a 6-litre Holman and Moody Short motor for him in conjunction with the Ford Motor Co. Peter Shelton's old Cortina should be revitalised with the new 5 litre Shelby Ford with Weslake heads which was in the workshop at the time of our visit—Peter might even get a mention in an AUTO-SPORT report! An engine for John Jordan's McLaren has been undergoing some very special work just recently and with 7.6 litres of ZL1 Chevrolet to push him along, John should be in for a very good season. Bobbie Bell's 4.7 Ford engine out of the old H16 BRM chassis was maintained last year as were the F5000s of Willie Wood and John Coulter and stock car World Champion Stuart Smith's 7.0 Chevrolet.

As Ian will be competing against so many of his customers this year it will be very difficult for him to know which will impress

Mini-racer and mechanic Joe Ward attending to Peter Shelton's new Gurney Weslake engine.



them more, to beat them or let them beat him!

It's not only engines which come in for work, however, as complete cars are also maintained and at the time of our visit, Peter Taylor's ex-Radio London Keith St. John McLaren M1C, Nick Green's blue hillclimb Cobra and John Cooper's 7 litre Cobra were undergoing treatment. Cooper's GT40 had just left! Plenty of road going machines are also worked upon including a number of Cobras, Tigers, etc and one Greek gent (something to do with shipping!) brings his Mangusta all the way over periodically because he won't trust anyone else to touch it. It's reassuring to have customer confidence!

With all this work in hand Richardson Racing are outgrowing their Ampthill premises and Ian will be on the lookout for more modern workshops within the next couple of years, preferably in the same general area although he would like a Northern outlet.

After an enjoyable day at Hill Garage collecting the information for this article, as if I was still unconvinced that "there ain't no substitute for cubic inches" Ian took me for a blast down the road in John Cooper's 7.0 Shelby Cobra 427. Now although this experience may not quite parallel Pete Lyons' "Riding with Revvie" or Simon Taylor's ride with Denny, one must remember that the 7 litre Cobra is the type of machine with which Motor recorded a 0-60 time of 4.2 s, 0-100 in 10.3 s and 0-120 in 16.4 s as well as a standing $\frac{1}{4}$ mile in 12.4 s. The effect on other motorists is shattering; they're still gawping in their mirror wondering where you went when you're braking to avoid going up the chuff of the next car up the road! I was permitted to take the wheel for a few miles and I can only say that a V8 road machine like this is out of this world. With the long silver bonnet stretching for what seems miles out in front and with left hand drive it seemed distinctly strange. With the clutch out in bottom gear and plenty of throttle you realise that there really is 500 bhp out there and the sensation must resemble an Apollo blast-off horizontally. It's time for second gear almost immediately, the clumsy right foot squirts too much petrol down the four barrel Holley, the engine hesitates, then pow again and the neck muscles ache. The gearchange, strongly sprung in the third-fourth plane, slips through nicely and its already doing over 110 mph in third when all the traffic looms into view again and very soon the ride is over, but never to be forgotten. Of course, it spoils my motoring for life; the MG Midget will never seem the same again! But oh to drive a car like that on a race track... Ian really has got a point with all this V8 stuff!

Before I drift off into a land of fantasy it must be pointed out that if you are in a position to turn such dreams into reality or if you just have a V8 road smoker, the man to contact is Ian Richardson at Richardson Racing, Hill Garage, Ampthill, Beds. Ampthill 3320.

PETER RICHINGS

NEW BUGLE EXHAUST

An exhaust system that is guaranteed for five years is good news in anyone's book, but the natural reaction after joy is to ask how much it costs. Bugle Exhaust Systems have recently introduced a system which was evolved in Finland and the price is little more than that of the manufacturer's replacement. To give some idea of this, the replacement system on a Ford Escort costs £10.62, while the Bugle version costs just over £1 more. The Rover 3500 system works out at £2.20 less than the manufacturers' price, so in some cases, it pays to use a Bugle system.

The basic system underwent its original testing in the forests of Finland for four years with their Forestry Commission. The manufacturing principle and design was further refined in this country. The systems are constructed on special machines which convert 1 in stainless steel strip into helically formed tube. The secret lies in the gastight joint and the ability to expand the tube on the machine to create the silencers or bottles as they are called. Not only is the resultant product flexible, but so is the manufacturing technique which enables all models of cars to be fitted. Efficiency is increased as the no baffle system allows high temperature exhaust gases to expand freely.

Bugle Exhaust systems will be available from over 200 underbody service specialists. These are the networks of Firestone Tyre and Rubber Company, Midas Silencers and Nationwide Brake and Tyre Centre. They will also be available to the garage trade from Brown Brothers, who supply most of the retail trade.

Bugle system fitted to an Austin 1300.



THUNDER SPANNER

Thunder Screw Anchors Ltd have introduced a self adjusting spanner capable of doing the work on its own of at least a set of five spanners. It is suitable for all sizes of nuts 7/16 in to 13/16 AF. The end of the spanner is placed over the nut and turned until the tongue of the spanner locks on to the nut. To undo the nut, one just turns the spanner over and follows the procedure.

Thunder Screw Anchors' spanner is made from chrome Vanadium steel, and measures 9 in long. Recommended retail prices are £1.49 for the matt finished example and £1.79 for the polish finish.

March set F3 pace

By IAN PHILLIPS

"When the flag drops the bullshit stops" is a particularly applicable phrase to the first meeting of the year after four months of talking and speculating. Russell Wood, one of the quiet guys of F3, scored his first major win in the formula with the semi-works March while Damien Magee took a controversial second in his old Palliser fractions of a second ahead of impressive newcomer Ian Taylor (Baty March) and Tony Brise's GRD. In the BOC FF event Dick Parsons surprised everyone by scoring an easy win in his Royale-Davron RP3 and earned himself the BP Man of the Meeting award.

There were four single seater events on the programme, a round of the Lombard F3 Championship, a BOC FF event and two consolation races for the FF non-BOC qualifiers.

Tony Brise has been made favourite by many to clean up in F3 this year and he was on pole position for the 15 lap F3 race with his 1972 GRD-Holbay sponsored by Kent Messenger. However Tony was not happy with the car's handling and agreed with everyone else that he did not do his accredited 49 s. Alongside was Russell Wood in the Chequered Flag-Pete Bloore Racing March-Nova 733 (49.2 s), then Mike Wilds' oversteering Demster Developments Ensign-Holbay (49.6 s) and Damien Magee who showed his determination with an incredible 49.8 s in his old Palliser-Nova. Ian Taylor (Baty-March-Holbay) equalled Magee's time although suffered gross overheating. Alan Jones was next up in the DART-GRD-Vegantune using the race as a practice session and trying some new Dunlop tyres which were not very good.

As the flag dropped it was Wilds and Magee from the second row who made flyers and shot past the front row men well before Paddock. Wilds just had the advantage with the Irishman snapping at his heels. At the end of the first lap they came past the pits side by side, neither giving an inch. There seemed to be very little in the way of braking for Paddock as Magee went round the outside. The cars were impossibly close together for it to last however and fractions of a second later the cars touched and the unfortunate Wilds half lost it as Magee shot into the lead. Wilds recovered quickly with a crooked nose back in fifth place but all hope was gone. At the end of the event he looked madder than anyone could possibly imagine and there was a fair amount of shouting in the pits before he lodged a protest. Magee was reprimanded later, by the stewards.

Behind Magee was Taylor who had also made a great start and was keeping Wood and Brise at bay. On lap three they caught Magee and the heat was on. All four of them started in FF and know how to give nothing away. The driving was furious and vicious on occasions as wheels touched. On lap four Wood passed Taylor at Kidney and next time got Magee at the same place. From then on he was never challenged driving away slowly to win by 4.2 s giving the first blood to March and Nova, both of whom had poor seasons last year.

Magee held off Taylor for three laps before the newcomer nipped inside at Druids. Magee was not going to settle for that though and turned on the pressure even more. Time and time again they were side by side, braking at the last possible minute, with Taylor just staying ahead. On the penultimate lap they came across some back markers and Magee got the best of the traffic and nipped in front. Still Taylor came back at him round the final tour but just could not find a way past before being baulked again so he had to settle for third, 0.8 s behind. Both drivers showing that they mean to be men to be beat this year. Brise had been with them most of the time but was still unhappy with his car and settled for a comfortable fourth. Wilds and Jones dived with Masami Kuwashima's Shellsport GRD-

Holbay for a long time after Wilds' incident but neither of the GRDs were able to pass the Ensign although Jones was credited with the same race time.

Final unlapped runner was Val Musetti who started his Royale-Carlou from the back row of the grid and pulled his way up in a fashion that indicated he will have something to offer this year. Tony Trimmer's borrowed Brabham-Holbay BT41 had a miserable day. The head gasket went in practice before he had done a decent time and the car never went properly in the race as he went in and out of the pits. Mo Harness was ninth fastest in practice with the works Modus-Ensign-Holbay but lost his place when Brian Henton spun his GRD-Holbay in front of him at Kidney. "Super-Hen" carried on and spun a couple more times before finishing ninth, while Harness retired with a broken wishbone.

With over 60 entries for the BOC FF race qualifying took place in practice to select the first 20 for the championship round. Amidst a grid of new cars Dick Parsons sat on pole with his Royale-Davron RP3A and from lap two onwards to the flag he led the race. Frank Hopper in his new Royale RP16 made a demon start from row two and led the first lap with Stephen South, in the very attractive Ray, Parsons. These three pulled away quickly with Parsons going ahead at Clearways on lap 2 and South taking second on the following lap. Parsons pulled away until a moment at Druids on lap 5 reduced his lead again. However two laps later Parsons spun coming out of Clearways and Parsons was left clear. Bob Arnott's Merlyn Mk 24 made rapid progress up the field and he finished just 1s behind Hopper.

There was a mighty battle for fourth throughout which Rob Wicken won from the works Dulon of Derek Lawrence who had also come up from a low grid position. Mike Taylor and Tiff Needell took the next two places ahead of a recovering South, Richard Morgan and Sid Fox.

Although Fox did not feature in the main FF race his team mate in the Camel Hexagon team of Hawkes, John Parsons, won the first consolation event. It was the first race of the day and featured the first big shunt of the year. No one was hurt. Roger Bruce-White (Dulon) took the lead initially until Parsons took over on lap three and pulled away. David Minister (Elden) challenged the Dulon until it spun on the last lap which left press-on New Zealander Richard Hawkins (Titan) up to third, just 0.6 s down.

Ric Morris (Hawke) made a great start in the third FF race and led throughout; however his start was too good and he was docked a minute which dropped him to 13th. Poleman Len Fletcher (Merlyn) applied pressure to Morris throughout but the penalty ensured him an easy win from Frank Blanchard (Lombard), and Tony Haines (Lotus 61).

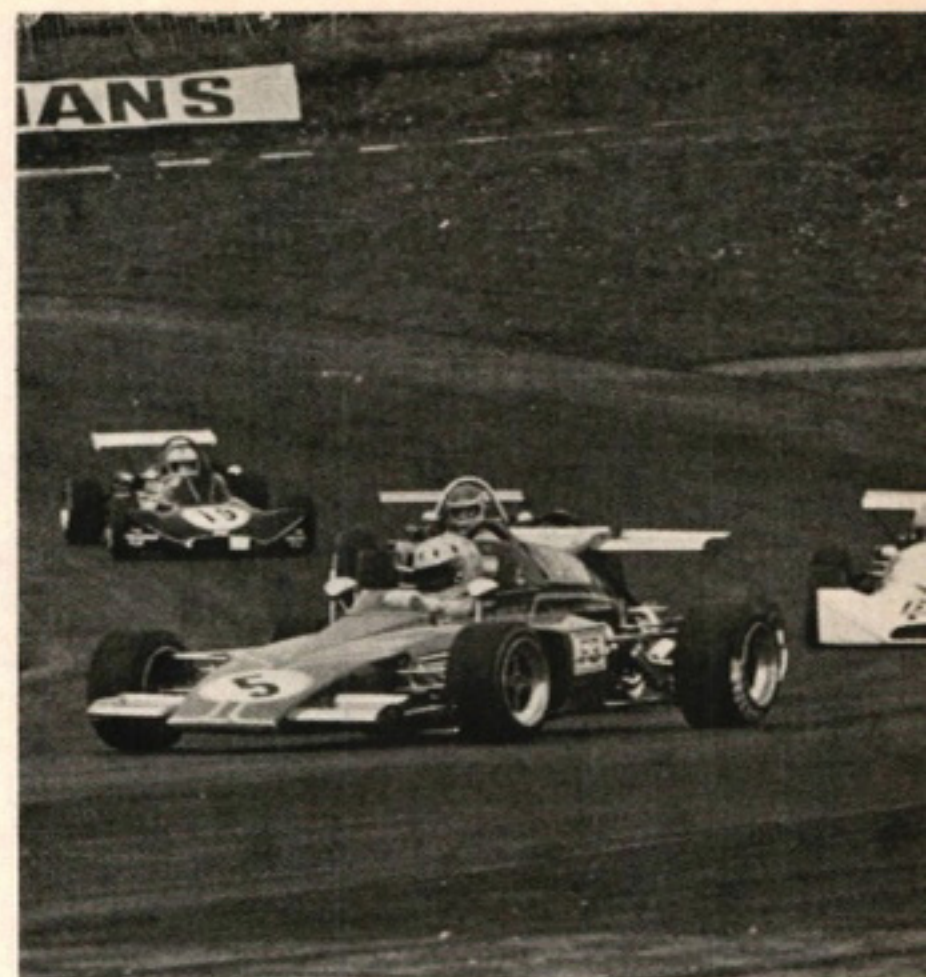
Lombard North Central Formula Three Championship round (15 laps): 1, Russell Wood (March-Novamot 733), 12 m 41.0 s, 87.99 mph; 2, Damien Magee (Palliser-Novamot 733), 12 m 45.2 s; 3, Ian Taylor (March-Holbay 733), 12 m 45.8 s; 4, Tony Brise (GRD-Holbay 733), 12 m 47.0 s; 5, Mike Wilds (Ensign-Holbay LNF3/73), 12 m 51.0 s; 6, Alan Jones (GRD-Vegantune 373), 12 m 51.0 s.

Fastest lap: Wood, Taylor and Brise, 49.6 s, 90.00 mph.
British Oxygen Golden Helmet Formula Ford Championship round (12 laps): 1, Dick Parsons (Royale-Davron RP3A), 10 m 46.8 s 82.82 mph; 2, Frank Hopper (Royale-Vegantune RP16), 10 m 50.0 s; 3, Bob Arnott (Merlyn-Scholar Mk 24), 10 m 51.0 s; 4, Rob Wicken (Merlyn-Piper Mk 17A), 10 m 54.2 s; 5, Derek Lawrence (Dulon-Rowland MP15), 10 m 55.6 s; 6, Mike Taylor (Palliser-Scholar WDF2).

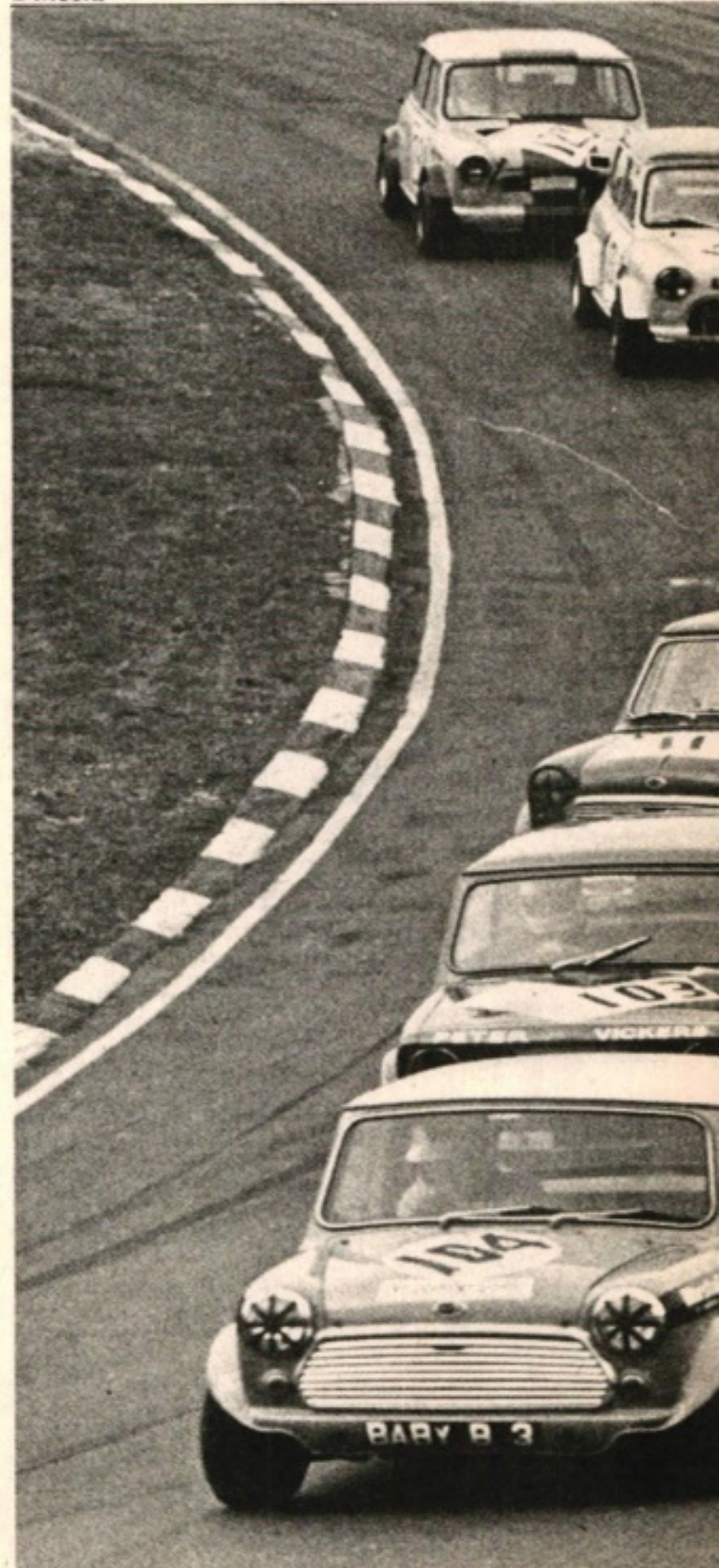
Fastest lap: Parsons, 52.6 s, 84.87 mph.
Formula Ford race A (8 laps): 1, John Parsons (Hawke-Rowland DL10), 7 m 31.4 s; 79.11 mph; 2, David Minister (Elden-Piper Mk 8), 7 m 32.4 s; 3, Richard Hawkins (Titan-Titan Mk 6), 7 m 33.0 s; 4, Peter Hale (Royale-Scholar RP 16), 7 m 37.0 s; 5, Terry Fisher (Merlyn-Scholar Mk 20A), 7 m 37.2 s; 6, Donald Macleod (Merlyn-Scholar Mk 11A), 7 m 38.2 s.

Fastest lap: Geoff Hiles (March-Rowland 708/18), 54.6 s, 81.76 mph.

Formula Ford race B (8 laps): 1, Len Fletcher (Merlyn-Scholar Mk 17), 7 m 36.0 s, 78.32 mph; 2, Frank Blanchard (Hawke-Scholar DL10), 7 m 47.4 s; 3, Tony Haines (Lotus-Holbay 61R), 7 m 48.6 s; 4, Glenn Eagling (Lotus-Scholar 61), 7 m 50.6 s; 5, Rod Smith (Rostrum), 7 m 54.0 s; 6, Vernon Saunders (Titan Mk 3), 7 m 54.0 s.
Fastest lap: Fletcher, 55.2 s, 80.87 mph.



F3 first lap: Wilds leads Magee (hidden), Taylor, Brise
The 1-litre saloon race with Baldwin leading Edge, M
Dineen.



Great drive by Bell

By ROBERT FEARNALL

From seventh place on the first lap, Motor's deputy editor Roger Bell gave the Rothmans-sponsored 3-litre BMW SI a dramatic win in the Britax production saloon race over Richard Lloyd's Chevrolet Camaro and Gerry Marshall's BMW SI. The other "Group 1" race was the first of the Shellport Celebrity Mexico races which provided the spectacular paint-swapping dices envisaged and a total domination by the saloon drivers over the single-seater exponents. Two more saloon races filled up the Brands programme, one of which saw one of the best saloon races ever for up to 1 litre special saloons, eventually won by Ray Edge's Holbay-Ford engined Mini.

The Minis of Ray Edge, Rob Mason, Peter Baldwin and Steven Soper and Ray Calcutt's Imp fought out the lead of the 1 litre special saloon race with great vigour and determination. Baldwin made the initial running but Edge's Holbay power enabled him to take the lead on the third lap with Baldwin being

demoted by Rob Mason's DP & J Motors Mini at Kidney on the fifth lap. Mason's Peter Vickers-built Mini with eight port head tried everywhere to usurp Edge and succeeded in doing so as the two cars entered Kidney for the eighth time. But Edge's more powerful version went back in front when they reached the Pit straight, and Mason retaliated entering Druids, whereupon the two cars touched and Mason regrettably had to retire with a split radiator. But Edge was still under pressure on the last lap, this time from Calcutt who finished a mere 0.4 s adrift, with Baldwin and former Imp man Soper hard on Calcutt's tail. Neil Dineen reduced the 850 class record on his way to a convincing victory in the small section with his Mini, although previous record-holder Trevor Willcocks kept close in touch until spinning at Kidney.

The 3-litre BMWs of Gerry Marshall (Shellport Luxembourg) and Roger Bell (Rothmans) occupied the front row for the first of the new-look production saloon car races, both Mathwall BMWs using Pirelli Cinturatos under the new road-tyre regulation. But from the second row, Richard Lloyd in a borrowed Chevrolet Camaro on Goodyear Polyglas, stormed in to the lead while Bell made a dreadful start, after which he lost places autocrossing at Kidney. A great side-by-side scrap ensued between Lloyd and Marshall with Lloyd keeping the BMW at bay until the fourth lap when Gerry outcornered the Camaro at Druids. By this time, a determined Bell had also caught up with Lloyd and when Marshall went very wide at Clearways at half-distance, both Lloyd and Bell were through in to the first two places. Now it was Bell's turn to deal with the BMW and the racing journalist didn't half have a go. Time and again, he put the Rothmans BMW alongside the big Camaro and on the eighth lap the two cars went through Paddock absolutely side-by-side with Bell getting the advantage in to Druids. That's all he needed, in what was Roger's best G1 race ever, for he crossed the line 1 s ahead of Lloyd who again had Marshall breathing down his neck, particularly through the bends.

The next four places were filled with tyre-smoking 3-litre Capris, which were completely outpaced by the leading trio, and finished in the order Jim Edwards, Gordon Spice, John Brindley and John Hanson, Brindley leading the quartet at times but wasting a lot of time autocrossing alongside Bottom Straight.

Denis Thorne's Kleber-shod 2.3 Firenza and Bernard Unett's Dunlop SP-shod Hunter GLS disputed the lead of the £1050 to £1500 section as hard as expected, with Thorne holding the lead until shortly after half-distance when Unett successfully outbraked him in to Druids. When Thorne tried to repeat the manoeuvre two laps later he spun and dropped to third behind Derrick Brunt's Firenza. The other two classes went as expected, Ivan Dutton's Escort Sport having plenty in hand over Keith Wallace's Simca Rallye and Tony Lanfranchi's Moskvich 412 carrying off where he left off the last year in the cheapest class.

Uncertain about G2 plans, Willment's Mike Crabtree dominated the over 1 litre special saloon race with his usual G2 Escort RS, particularly after 25 year old Nick Whiting failed to live up to his pole position expectations. Whiting, previous of autocross and rallycross fame, has an All Car Equipe Escort with an Alan Smith FVA installed, but found himself with only two gears and retired. A hectic battle for second place involved Alan Jones' Cooper S and former Escort driver Dave Millington, who was throwing his ex-Marshall 2.2-litre Firenza around with great gusto, similar to that of the car's previous owner. Places changed frequently until the two lapped a back marker

entering Kidney when there wasn't enough room for everyone and Jones spun to a halt, leaving Millington in a well-deserved second from the Escorts of Tony Sugden and Dave Bray with Bob Jones' class-winning Mini close behind.

The idea of having all previous race winners and four celebrities to battle against each other in 20 identical Mexicos certainly made for close competition, but with the grid so stretched out, a grid position in the first few rows was imperative. Front row occupant Neil Dineen made the running, from Roger Bell, our publisher Simon Taylor and Tony Lanfranchi with Mike Crabtree and Bernard Unett soon latching on to this quartet from middle of the grid positions. The battle for leading honours became incredibly hectic with Bell taking control and Crabtree quickly making ground with Lanfranchi until losing time in a sideways moment at Clearways. Eventually Lanfranchi demoted Bell at the end of the sixth lap and three laps later Unett went round the outside of Bell at Paddock in quite a fraught moment, but Unett couldn't quite get to grips with Lanfranchi and just 0.2 s separated them at the end. Fourth man Crabtree finished right behind Bell with Dineen coming in fifth after Taylor lost his high placing by a spin at Druids.

Formula Ford man John Parsons was the highest placed single seater driver in sixth place with F3 winner Russell Wood picking up ground to finish 0.2 s adrift, although fellow F3 pilot Ian Taylor made the most dramatic improvement. From the 18th place on the grid, Taylor held seventh place by the sixth lap whereupon a helping shove sent him spinning out of contention at South Bank. Only seven cars finished the race without damage and although the race provided the well-entertained crowd with plenty of paint-swapping dices throughout the field, one particular incident when John Webb was deliberately shoved off in to the armco, seemed very unnecessary.

Side-by-side G1 dice between Unett's Hunter and Thorne's Firenza.



MCD Special Saloon Championship round (10 laps).
Overall: 1, Ray Edge (1.0 Mini-Holbay Ford), 9 m 41.6 s, 76.75 mph; 2, Ray Calcutt (1.0 Hillman Imp), 9 m 42.0 s; 3, Peter Baldwin (1.0 Mini-Cooper S), 9 m 42.6 s; 4, Steven Soper (1.0 Mini-Cooper S), 9 m 42.8 s.
851 to 1000 cc class: 1, Edge, 76.75 mph; 2, Calcutt; 3, Baldwin. Fastest Lap: Edge and Soper, 56.6 s, 78.87 mph.

Up to 850 cc class: 1, Neil Dineen (850 Mini), 74.50 mph; 2, Trevor Willcocks (848 Mini); 3, Peter Day (850 Mini). Fastest Lap: Dineen, 58.2 s, 76.70 mph (new 850 cc record).

Britax Championship round for production saloon cars.
Overall: 1, Roger Bell (3.0 BMW SI), 10 m 37.0 s, 70.08 mph; 2, Richard Lloyd (5.7 Chevrolet Camaro Z28), 10 m 38.0 s; 3, Gerry Marshall (3.0 BMW SI), 10 m 38.2 s; 4, Jim Edwards (3.0 Ford Capri), 10 m 40.0 s.

Over £1,500 class: 1, Bell, 70.08 mph; 2, Lloyd; 3, Marshall. Fastest Lap: Bell, 1 m 01.8 s, 72.23 mph (new over £1,500 record).

£1,051 to £1,500 class: 1, Bernard Unett (1.7 Hillman Hunter GLS), 67.72 mph; 2, Derrick Brunt (2.3 Vauxhall Firenza SL); 3, Denis Thorne (2.3 Vauxhall Firenza SL). Fastest Lap: Unett, 1 m 04.2 s, 69.53 mph (new £1,051 to £1,500 record).

£801 to £1,050 class: 1, Ivan Dutton (1.3 Ford Escort Sport), 65.61 mph; 2, Keith Wallace (1.3 Simca Rallye 1); 3, Mac Ross (1.3 BL Clubman GT). Fastest Lap: Dutton, 1 m 06.0 s, 67.64 mph (new £801 to £1,050 record).

Up to £800 class: 1, Tony Lanfranchi (1.5 Moskvich 412), 61.09 mph; 2, John Worton (1.0 BL Mini Mk 3); 3, John Webb (1.5 Moskvich 412). Fastest Lap: Lanfranchi, 1 m 11.4 s, 62.52 mph (new £800 record).

MCD Special Saloon Championship round (10 laps).
Overall: 1, Mike Crabtree (2.1 Ford Escort RS), 9 m 20.4 s, 79.66 mph; 2, Dave Millington (2.2 Vauxhall Firenza), 9 m 23.0 s; 3, Tony Sugden (1.9 Ford Escort); 4, Dave Bray (1.9 Ford Escort).

Over 1300 cc class: 1, Crabtree, 79.66 mph; 2, Millington; 3, Sugden. Fastest Lap: Crabtree, 54.6 s, 81.76 mph.

1001 to 1300 cc class: 1, Bob Jones (1.3 Mini-Cooper S), 76.67 mph; 2, David Conway (1.3 Riley Elf); 3, Ian Richards (1.3 Mini-Cooper S). Fastest Lap: Alan Jones (1.3 Mini-Cooper S), 55.2 s, 80.87 mph.

Shellport Celebrity Mexico race (10 laps): 1, Tony Lanfranchi, 11 m 20.8 s, 65.57 mph; 2, Bernard Unett, 11 m 21.0 s; 3, Roger Bell, 11 m 22.0 s; 4, Mike Crabtree, 11 m 22.4 s; 5, Neil Dineen, 11 m 26.0 s; 6, John Parsons, 11 m 32.2 s.
Fastest lap: Unett and Crabtree, 1 m 06.2 s, 67.43 mph.

ood.

a sideways Soper, Calcutt, Saunders, Willcocks and



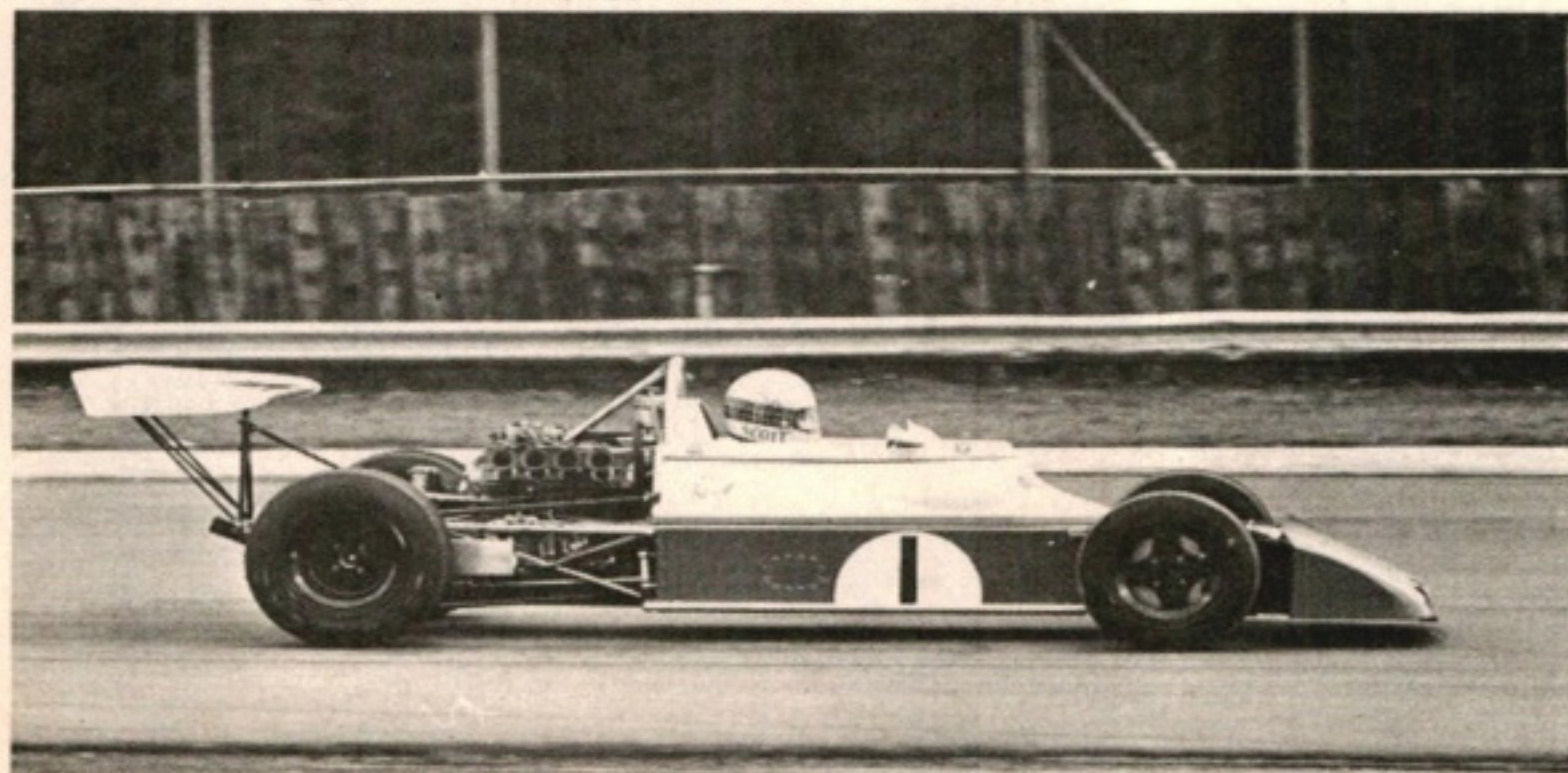


The distinctive shape of the Scott seen testing at Silverstone last week.

A privateer's lot in the highly competitive world of Formula 2 is a difficult one. He is competing against works teams from virtually every major manufacturer, and they, with their big name drivers, get the best engines, have cars which are nearly always superior to any sold to a privateer and normally they have big sponsors who are able to foot the twenty odd thousand pound bill required to run just one car professionally for a season. What does the privateer do? Normally they carry on for a couple of years or so and either retire or move into something less demanding. Aberdonian Richard Scott has done two seasons as a privateer, first with a Lotus and then a Brabham; he wants to try to make a living from motor racing, although he accepts the fact that he's not going to be a superstar but feels that with the right backing and right car in F2 he can make the grade. After looking at the commercially available chassis and weighing up the cost of buying one complete and running it he has taken the bold step of building his own car, the Scott F2.

The idea was originally conceived at the end of last October when after his second season of F2 he found that his garage was full of parts for F2 cars which were worth virtually nothing on the secondhand market. The initial plan was to utilise these in building a car of his own. However, after discussions with the designer, Patrick Head, this idea was scrapped and the parts were used to put together his old Brabham BT38 and the whole lot sold off. He kept parts like the gearbox and wheels which could be used on any car. At the time he had no backing at all and the idea of building a new car was to offer something new and exciting to potential

The forward driving position is very apparent from the side view.



Introducing the Scott F2

sponsors. Although Richard has been working for nearly four months on the sponsorship side it still looks empty. Nevertheless the car has been built, financed by the selling of the Brabham and sundry other bits and pieces, and it will make its race debut at Mallory Park on Sunday.

The car was unveiled to the press at Silverstone last Friday, and the professional design and execution of the project surprised many people. There is nothing revolutionary about the car, it is simple and straightforward, but it does not resemble any other commercially available chassis. It does have one feature which has not been seen in F2 before which is a specially cast aluminium gearbox adaptor plate which effectively puts an extra five inches between the engine and gearbox, making the driving position further forward than usual, thus evening out the weight distribution. The idea is not new, the first person to try it was Graham McRae in the 70/71 Tasman series and Lola have used the same principle on a number of their models also.

The designer of the car Patrick Head, will be a new name to most people. At 26 he has not been in the business very long. After achieving an honours degree at London University in Mechanical Engineering he worked at Weslakes and Harry Ferguson Research before moving to Lola, where he stayed for about a year being involved with



Richard Scott—owner and driver.

By IAN PHILLIPS

the current sports car range, the T300 F5000 and the T270 Indy car. Before joining Lola he built a couple of successful Clubmans cars, based on U2s but with his own independent rear suspension and other mods. (Incidentally his father was Brigadier Mike Head, who set the tracks alight in the fifties with a 'C' type Jaguar).

The design work on the Scott has been entirely left to Head, who started on the project last November. The main requirements were for a conventional monocoque, suspension, front radiators.

The monocoque was made at Grand Prix Metalcraft from 16 swg alloy with conventional safety features. The pedals and steering rack are inside the tub. The rack is mounted over the top of the driver's legs allowing the twin front mounted radiators to be attached to the monocoque, keeping the weight in between all four wheels as much as possible. The full width nose has two air intakes ducted directly to the radiators which are bolted on each side of the chassis level with the driver's feet. The outgoing air is released between the chassis and front wheels avoiding further ducting and any chance of hot air going onto the driver's feet. The front suspension has unequal length wishbones but the spring and damper unit has a separate mounting point on the chassis. Not only does this avoid the compromise of having the mounting point combined with the wishbone, giving neither its optimum working position, but it also enables rapid changing of units without dismantling the suspension.

At the rear the engine is supported by two A frames bolted to the chassis and a saddle frame locates the gearbox. Suspension is by courtesy of reversed lower A frame, top transverse link and two radius rods. The gearbox is the standard Hewland FT200 and the brakes are inboard.

Engine changing is a very simple operation as by undoing four bolts the gearbox, rear wheels and suspension just have to be moved back four inches and the engine will just lift out avoiding the dismantling of the suspension.

To keep the weight between the wheel there is nothing hung on the gearbox at all, the battery, oil tank and fuel collector pot are all located behind the driver and as near as possible everything has been located symmetrical to the centre line. The battery, incidentally, has two extra cells to cope with the starter motor.

The master cylinders are the only components outside the tub at the front, but



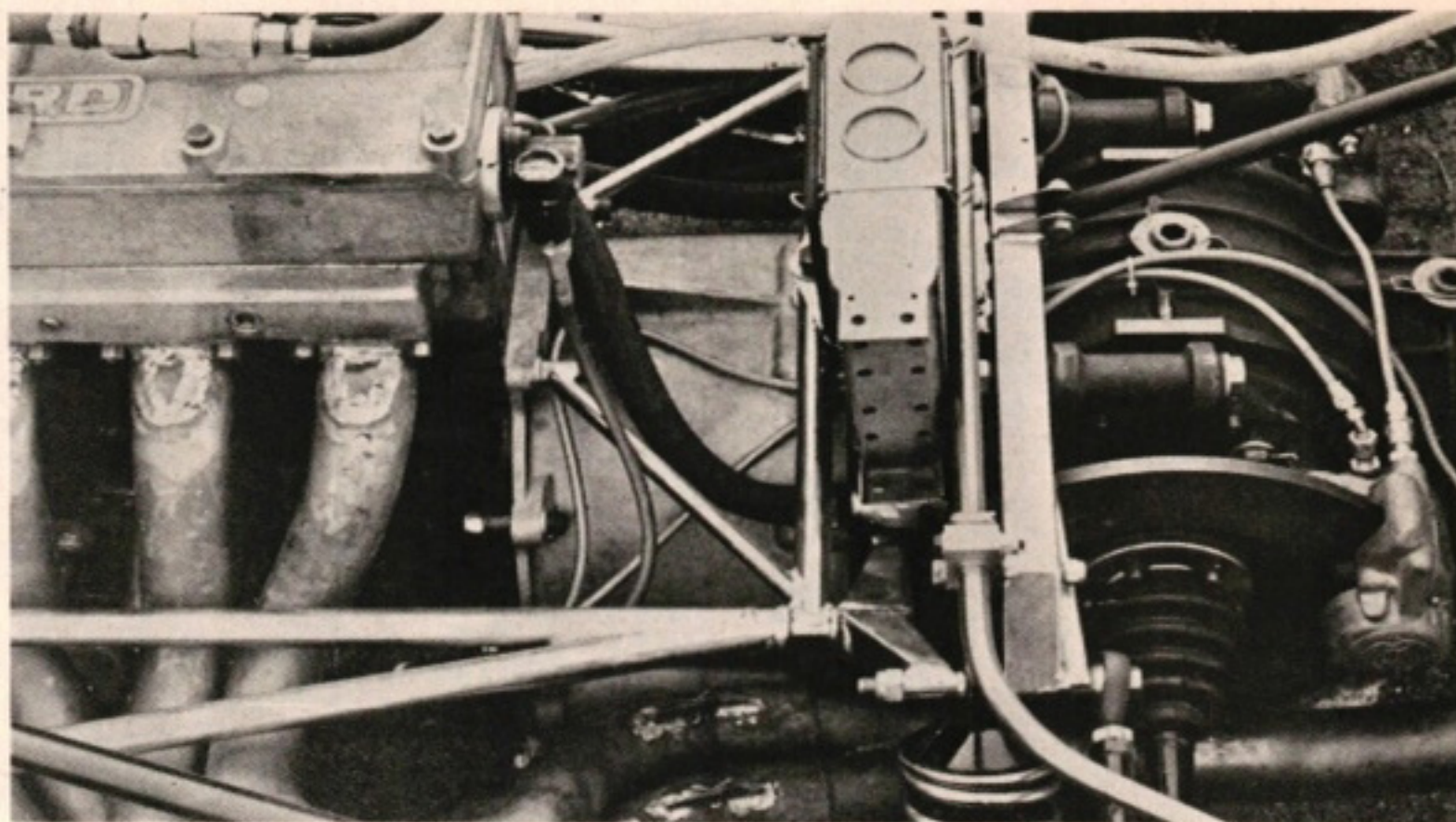
Patrick Head—designer.

an interesting feature is the alloy tray which holds the nose cone. This in theory should act as a deformable structure in the event of a head-on collision with something hard.

The bodywork is two piece made by Protoco and the shape is aerodynamically very clean. The only components outside the chassis are the water pipes, which are virtually unavoidable with a monocoque, and front radiators, and the oil cooler which is on top of the gearbox. The chassis is very narrow which necessitates a bulge in the cockpit surround for the driver's right hand when changing gear. At the moment there is no engine cover but this will be ready for the second race. With the special adaptor plate between the engine and gearbox the engine cover will be able to stabilise the air fully before it reaches the rear wing. The wing is currently mounted on a tubular framework at maximum height and width. However, a one piece stay will be ready in the near future. The adaptor plate also ensures that the wing can be mounted suitably far back without having to hang components behind the gearbox to get round the regulations.

Last year Scott used Geoff Richardson-prepared 1860 cc BDA engines and probably had the greatest reliability record engine-wise in F2, never suffering a blow up; his retirement at Crystal Palace being due to a minor fault in the valve gear due to wrong material being supplied. This year he will use the same engines which have been stretched to 1970 cc. Due to lack of finance at present they will still use iron blocks.

The shape of the bodywork has been determined by logical thinking rather than wind tunnel development and it is hoped



The rear end showing the 7in alloy adaptor plate between the engine and gearbox.

that the clean shape will give maximum penetration and enable the rear wing to work with maximum efficiency.

The car uses fabricated uprights front and rear with Girling AR5 twin pot calipers; the discs are ventilated at the front and solid at the rear. 10 in wheels are fitted to the front and 14 on the rear.

The car is painted in a smart red and white colour scheme designed by Doug Eyre, who does the same job for McLaren and Frank Williams, and will be known as a Scott.

Chief mechanic on the car will be Mike Cane assisted by John Heitman while designer Patrick Head will be responsible for the development of the chassis. The whole operation has been financed by Scott and the actual building of the car complete and ready to go has cost him less than a complete off-the-shelf model from any manufacturer. He has budgeted for three months of testing and development and five races in the hope that a major sponsor will be found in the meantime. If no backer can be found, Richard is determined that the car will not sit under dust sheets however. He hopes by that time they will know just how good the car is and he will consider making it available for somebody else to drive. Richard feels that it has potential for all the formulae using F2 chassis, Atlantic and FB, although there is no question of a production line being set up unless a major sponsor for the project could be found to cover the debts incurred by the inevitable price cutting that most manufacturers have to resort to to get their models off the ground.

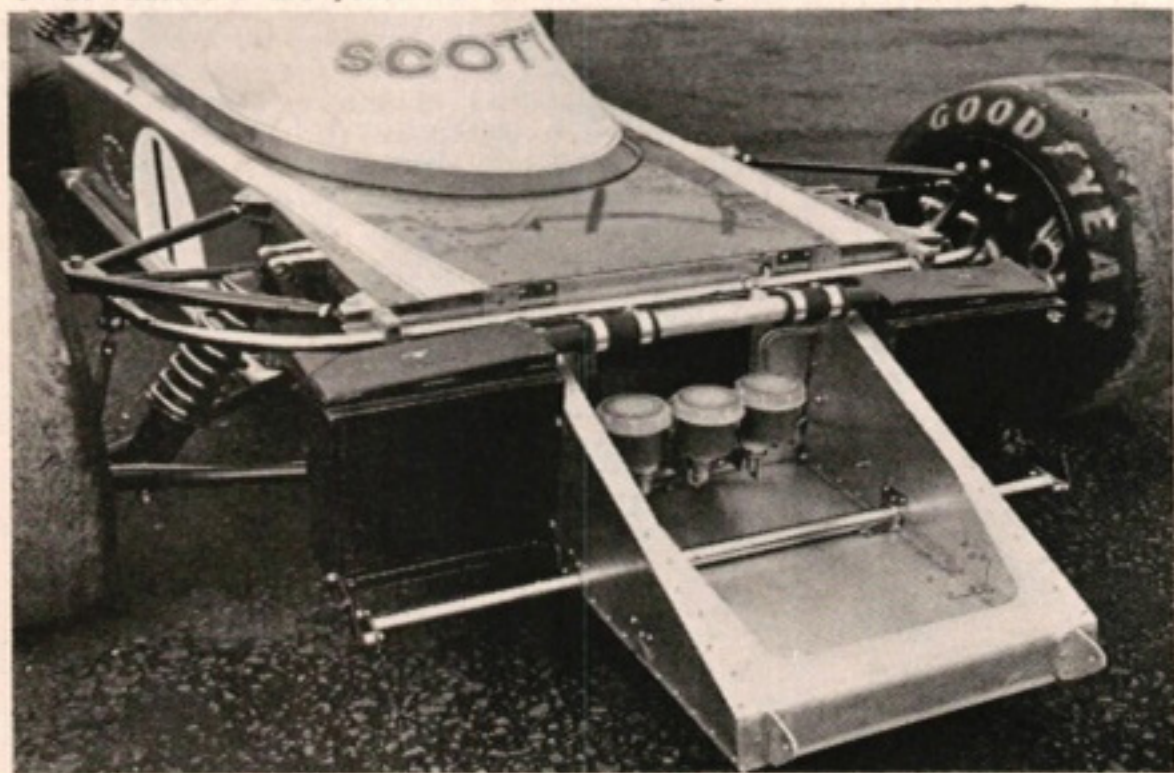
The car is currently fitted with Goodyear tyres but so far no trade support has been finalised as Richard found a feeling of dis-

belief that the project would ever materialise. The car turned a wheel for the first time briefly at Goodwood and Silverstone last week and much interest is already being shown.

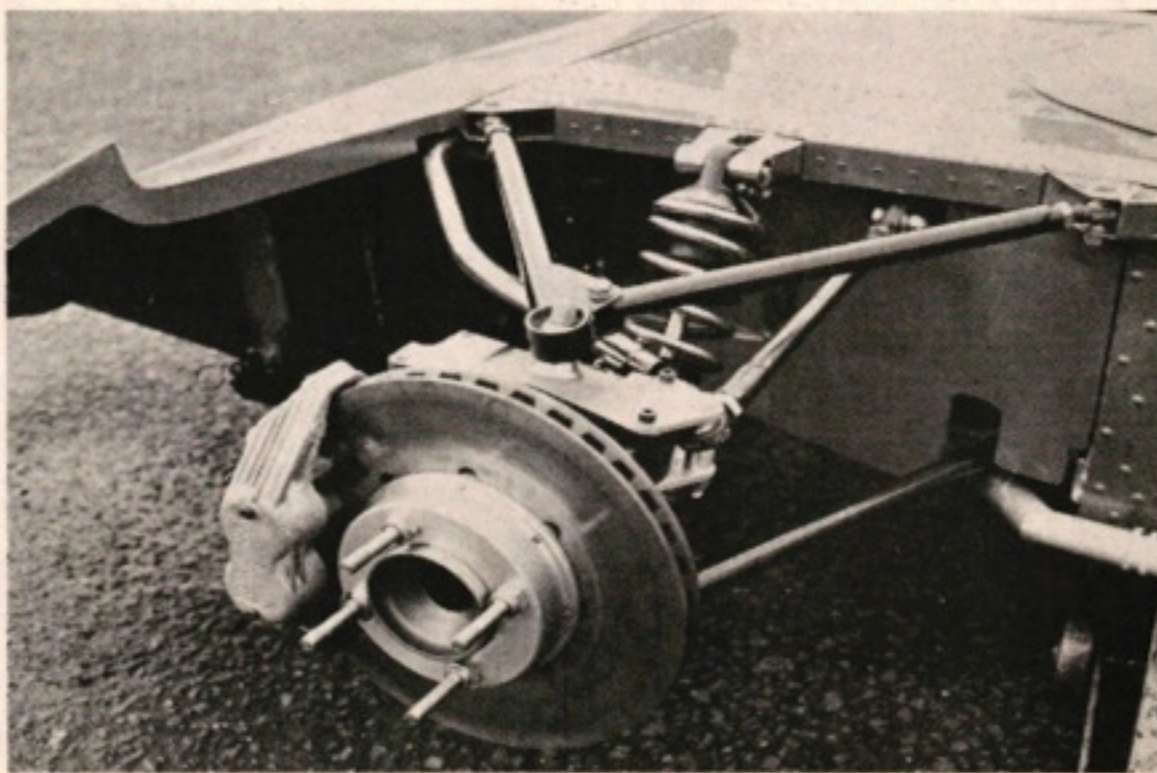
Scott has been a professional driver since turning to F3 in 1969. He was one of the leading drivers in the category in '69 and '70 before moving to F2 in 1971. The team was grossly underfinanced and it was a wasted year. Last year he bought a BT38 and ran it privately. In terms of race results it was not that good a year but practice performances (pole position at Monza) and races positions while the car lasted were promising. During 1972 he branched out for the first time into sports car racing, driving for Barclays, Canon and at the final race of the year in the works Lola. In that race debuting the new T292 model he led easily until the engine failed. Richard feels that he has missed out in his career by not branching out and driving other people's cars. His performances in the sports cars gave him a great deal of personal uplift and he hopes to secure a ride in a 2-litre car or saloon this year to earn his bread and butter and enable the F2 project to be kept alive.

The Scott will undergo serious testing this week at Goodwood and will appear at Mallory this weekend. Everyone who has seen the car so far has been staggered by the simplicity and extremely professional and attractive appearance of the car. If the race results go his way early on it is to be hoped that a major sponsor for the project will be found as it is 100% serious approach and such an effort is worthy of reward. Racing cars are characters in the sport and the more there are the better, let us hope that this one can establish itself.

Twin radiators are featured which are fully enclosed in the nose.



Front detail shows separate damper mounting point and radiator outlet.



Anticipation and excitement runs high as this country's international racing season draws near. The club racing season proper opened with a bang at Brands Hatch and Silverstone last weekend, perhaps emphasising the promoters' changing attitudes to the nature of the entertainment they will provide. A comparison of last year's and this year's calendars serves to illustrate the swing from internationals, which are expensive to run and attend, to a more realistic club basis. There are fewer Formula 1 and Formula 2 races this year, no BOAC or 2-litre sports car championship events, no Crystal Palace.

Instead, what we do get should prove better crowd pullers because of their comparative rarity value. The club spectator meetings will be better promoted, and the true club meetings will remain essentially for the competitor. As a warning to would-be spectators, for whom this article is intended, make sure of the status of any particular meeting to which you want to go. If it's a clubmen's meeting, don't be surprised at the lack of programme information or scarcity of amenities.

The first of Britain's three Formula 1 events is next weekend (March 17-18), the Race of Champions at Brands Hatch. As the first European F1 race, it always proves an interesting exercise, mainly for the British-based teams with local sponsors to please. Lotus should have revised JPSs for Fittipaldi and Peterson, and MRD are hoping to have the new Brabham BT42 ready in time. Watch out, too, for the home debuts of the UOP Shadows (Oliver and Follmer), Hulme's Yardley McLaren M23 and Brooke Bond Oxo/Rob Walker Surtees TS14Bs (Hailwood and Pace).

The second F1 event, also combined with an F5000 selection, is the GKN/Daily Express International Trophy at Silverstone three weeks later. That, of course, is the circuit's 25th anniversary, and will no doubt be a memorable occasion. It promises to have a good entry too, with the prospect of "practice" for the John Player Grand Prix—Britain's World Championship round—three months later. There are likely to be even more models by that stage, and there is every prospect of the latest BCR Ferrari making its racing debut. Now that would be worth watching!

The F1 teams, having completed their round of *Grandes Epreuves* at Barcelona, Zolder, Monaco, Anderstorp and Ricard, return to the Northamptonshire circuit for the highspot of the 1973 British season, the Grand Prix. As every AUTOSPORT reader must know, there is a friendly rivalry between Brands and Silverstone who host the GP on alternate years. And each circuit has its definite band of followers, the Midlands circuit until now seeming to have the edge in sheer volume.

Getting out of circuits afterwards has always been a problem, and these two major circuits are well aware of the frustration waiting can cause. Brands have splendid traffic signals erected on the A20 for major events, and Silverstone has an ingenious and effective one-way traffic system around the track perimeter. There are also attempts to stagger the leaving times, the circuits putting on celebrity races and other light-hearted entertainments after the serious stuff.

Formula 2, which has its devoted bunch of followers in Britain, is down to two, perhaps three, races this year. The first, the Radio Luxembourg Trophy meeting at Mallory this weekend, is fully previewed on pages 30-31. Although not a Basic event, it is the season opener and as such has attracted a first-class field. Britain's Basic event in the European F2 championship is also being run by the BARC, the Esso Trophy race at Thruxton on Easter Monday. A second Thruxton event is scheduled (Spring Bank Holiday Monday)—the event previously held at Crystal Palace—but there are sponsorship problems. Hopefully they will be solved in time; otherwise the event will be called off.

Thruxton's other big event of the year is the round in the European GT Championship on August 5. That will mark the formula's British debut, and the sight and sound of all those Porsche Carreras, Alfa Romeo Montreals, de Tomaso Panteras and Ferrari Daytonas will

make it a "mini Le Mans."

Silverstone plays host to two other vastly different championships this year. The first is the Martini Trophy, a round in the InterSerie Championship on May 20 which will attract all the top Porsches and McLarens, including, it is said, CanAm champ George Follmer in a special turbocharged 917/10. InterSerie, perhaps not a popular formula with drivers or spectators, is certainly powerful, and 900 bhp racing cars pouring through Woodcote promises to be an awe-inspiring spectacle.

Later in the year the Esso Tourist Trophy will make Silverstone the centre of attention (September 23). As a round in the vital Group 2 European Touring Car Championship, that will mean a continuation of the Ford v BMW struggle.

Group 2

This year's British Group 2 series will again be divided into four classes, up to 1000 cc, 1001 to 1300 cc, 1301 to 2000 cc and over 2000 cc. Overall victors will come from the largest capacity sector, where the confrontation is likely to come between Chevrolet, Ford and BMW. Representing Chevrolet will be Adrian Chambers' SCA Freight concern which has installed a 7-litre all aluminium motor into a Camaro for the forceful Australian, Frank Gardner. With much less capacity, are the 3.3-litre Alpina-prepared BMW CSL which will be entered by Malcolm Gartlan for Brian Muir and the 3-litre Weslake-engined Broadspeed Capri for Dave Matthews. Other significant runners are the Chevrolet Camaros for Terry Sanger and Martin Thomas, and David Howes' AM Javelin.

Also expected to be well-up in overall positions are the 2-litre Escort BDAs, particularly the works Ford of Boreham car for Dave Brodie. Other quick Escort drivers are Jonathan Buncombe in the ex-Brodie car, Lawrie Hickman in a new Gerry Edmonds Escort built by Tiffy Shenton, Andy Rouse in the ex-Matthews Broadspeed Escort entered by Vince Woodman's VMW Motors and Esso Uniflo, and F2 driver Dave Morgan in the ex-David Wood Escort.

Ford Escorts are also expected to dominate the 1001 to 1300 cc section with 1300 BDA engines homologated for the Escorts of Vince Woodman and Gillian Fortescue-Thomas. Of the Minis in this class, Paul Burt's Longman-developed car is a strong contender while a couple of Swedish Alfas could well upset the apple-cart. Finally, the 1-litre section surely must again go to the impressive team of entrant George Bevan and driver Bill McGovern, who again will be turning out their immaculate Imps to dominate the baby class.

Formula 3

Formula 3 has for many seasons been the greatest spectator formula in motor racing. The cars, engines and drivers are very equal and because it is the formula in which a driver is watched to see if he is going to be F1 material, all competitors want to win. This results in very close, highly spectacular racing—and near heart failure for most people.

There are three major championships and the cars can be seen virtually every weekend of the season, sometimes at more than one circuit. The main championship is the John Player which is international and usually attracts all the leading cars and drivers from France, Italy and Sweden. This is the major championship and every F3 driver's dream. Two others, the Lombard North Central and Forward Trust, are run in this country and always attract the best in British F3.

No one make of car really dominates the scene. The major manufacturers, GRD, March, Brabham and Ensign, all have numerous representatives while Royale and Elden also get a share. A big challenge to British supremacy in the formula comes from the French Alpines and Martinis.

The Ford twin-cam 1600 engine is by far the most popular although it is important to have it prepared by the right people. Holbay, Vegantune and Novamotor are the main suppliers and each one works desperately



Entertaining in the extreme—Formula 3.

The season

What and where to watch

hard to beat the other through the year. The Alpines use Renault engines and these have always proved very quick and sometimes have the edge over the twin-cam. There is a number of big sponsors involved in the formula this year, backing young drivers in their bid to make a name for themselves in big time racing. Some of the combinations to watch out for are Tony Brise in the *Kent Messenger* GRD, Australian Alan Jones in the DART GRD, Japan's Musami Kuwashima in his Shellsport GRD, Russell Wood in the Chequered Flag March, Ian Taylor's Baty March, Mike Wilds' Dempster Developments Ensign, Mo Harness's Modus Ensign, Andy Sutcliffe's Shellsport Royale, the works Renault-Alpines of Michel Leclerc and Alain Serpaggi, and many, many more.

Formula 5000

Ever since its inception, Rothmans have sponsored the European Formula 5000 Championship and this year's promises to be the best. At the moment there are 17 championship rounds on the programme with four non-qualifying rounds and four of the 21 races are on the continent.

Judging by the entry for the opening round of the Rothmans Championship, at the Brands Race of Champions, Formula 5000 is going to be great this year, although some of the big names will be deserting the British series to race in America after the first few rounds. Among those to depart to America but will be at the Race of Champions are Jody Schecter in Sid Taylor's Trojan, Peter Gethin's works Chevron, David Hobbs and Brett Lunger in Lola T330s and John Gunn's March 73A.

Those to do the whole series are Bob Evans in a team yet to be announced, the Shellsport Luxemburg Lolas of Gijs van Lennep and Tom Belso, the Tony Dean Chevron B24s of Dean and Bob Brown, Guy Edwards' Braclays Lola T330, Alan Rollinson's McRae, Graham McRae's works McRae, Keith Holland's works Trojan, Steve Thompson's Chevron B24, Teddy Pilette's Chevron B24, Ian Ashley's Lola T330 and Peter Hanson's McRae.

Formula Atlantic

Although F3 still has its club racing championships, it is very much an international class of racing and no one buys an F3 car these days just for a season of club racing. Replacing it as the foremost category for the club single-seater driver is Formula Atlantic which is now entering its third season. To over-simplify somewhat, Atlantic could be described as a poor man's (or poor organiser's?) Formula 2 offering fast, noisy and close racing at significantly less expense. However, cheapness (which is only relative anyway) does not mean scruffiness or any sort



tarts ain this year

of inferiority and the standard of presentation of the leading teams is every bit as good as, and sometimes better than, their F2 brethren.

Briefly, the Formula caters for single-seaters using any engine not exceeding 1600 cc from an RAC-approved list of homologated power units although in practice, as in F2, the vast majority of competitors, and all the winners, are now using derivatives for the Ford BDA. If anyone cares to try the Datsun 1600 single ohc or the Fiat 124 t/c, or even the Lotus/Ford t/c, they can run with fuel injection, which is barred to the BDA brigade, so that unrestricted F3 cars can have a go in Atlantic if desired.

For the first two years Yellow Pages sponsored the only championship run for the Formula and it was confined exclusively to club meetings. For 1973, MCD, who dreamed up the idea with Nick Syrett when he was at the BRSCC, have persuaded BP to take over the club series while Yellow Pages support a national seven-race championship which will be featured at some of the more important British meetings, the first round being at Mallory Park this weekend. The split should work well with the professional and semi-professional teams concentrating on the Yellow Pages series and the less affluent driver having some chance of doing well in the BP rounds, of which 18 are envisaged.

It is expected that several former F3 drivers will be trying to make their mark in this more potent type of car during the year. This should add an interesting stimulus to the racing which has generally been conducted in a very gentlemanly and friendly manner until now. Most of the old hands will be back, led by Cyd Williams who will once again be driving for Graham Eden in a new Brabham BT40. Formula Ford champion Ken Bailey has joined the efficient Eden set-up to drive Williams's 1972 March 722. Tate of Leeds, who spend a lot of money very colourfully on the sport, will be running an F2 Motul M1 for their driver, the experienced Chris Meek, while another prominent competitor will be John Lepp in a new Chevron B25 entered by Central Garage (Mirfield). Robert Salisbury's patron, Bob Gerard, has found Atlantic more to his taste than F2 and will be providing a new Surtees TS15 for his driver while other TS 15s should be seen including one for former Lotus 69 driver, Peter Wardle. Shell Clubmen's Formula champion Geoff Friswell has acquired the ex-Carlos Ruesch Surtees TS10 and will probably surprise a few people. Another new threat should come from none other than Gerry Marshall who will be entered by his business partner John Wingfield in the latter's ex-F2 Brabham BT 36.

Those are just a few of the expected front

runners for this very spectacular and progressive Formula which should be in Europe in 1974 if all goes well this year.

Formula Ford

Far and away the most popular single-seater so far as the competitor is concerned is the Formula Ford car, races for which can be found at just about every club meeting throughout the year as well as several of the international promotions. Organisers are invariably overwhelmed with entries and are beginning to adopt a practice-qualifying system which ensures that the fastest cars race. The result is sensationally close racing which, on circuits like Silverstone (large or small), can be very terrifying or exciting to watch. Because the cars are compelled to run on ordinary road tyres with a maximum rim width of 5½ in, the cornering is more akin to the older type of racing car than the current, doughnut-shod devices and, in the hands of the experts, can lead to plenty of tail-sliding and opposite-lock. Power is derived from a basically standard Ford 1600GT crossflow engine although such modifications as are allowed raise the bhp from a normal 80 to about 105. Chassis are tubular only with monocoques and stressed panels banned although suspension components can be as modern as you like, which helps to explain how lap times have continued to rise up to and beyond speeds attained by F1 cars not so long ago.

Whereas the F1 cars were driven by the best drivers of the day, FFs are almost invariably in the hands of young drivers with aspirations to greater things. Although FF is usually cited as the class of racing which set the likes of Emerson Fittipaldi, Tim Schenken and others on their way to the top, it is really more correct to say that it has enabled driver like these two, who have raced unnoticed in other parts of the world, to capitalise on their experience within their financial limits, and draw attention to themselves in Europe, where most F1 teams look for new talent. Others with this outlook follow suit every year so even the humblest club meeting takes on an international flavour with drivers not only from Brazil and Australia but also Mexico, Sweden, Denmark, New Zealand, the USA, South Africa and so on.

The variety of drivers is equalled by the large number of different chassis manufacturers involved. On the whole the more famous names like Lotus, Brabham, Lola, March and McLaren stay away leaving the way clear for the smaller firms like Merlyn of Colchester, Hawke, Dulon from the West Country, Titan and Elden. Rivalry between engine tuners is intense to see who can extract the most from the standard product and names like Rowland and Scholar have been flaunted on the rocker covers of many of the best engines for the past couple of seasons.

With so many drivers wanting to have a go, the formula is attractive for sponsors and championships are run all over the place. The British Oxygen Co run the main one in conjunction with MCD, who also have Townsend Thoresen Ferries backing one solely at Brands Hatch. The BRDC have obtained STP support for a Silverstone-based one while the BARC will also be running a national series at their various circuits. And that's not all, for there are at least two local ones in the north-east, another at Ingliston in Scotland and yet another in the south-west at Llandow and Castle Combe. In almost every sense Formula Ford is a success story for all concerned, the only disadvantage from the spectators' angle being the rather flat sound emanating from the relatively unmodified engines.

The VW formulae

Formula Ford's major rival on the Continent is Formula Super Vee which is based on the Volkswagen 1600 cc engine but allows greater freedom of chassis design with monocoques and racing tyres permitted. Engines can be tuned to give about 140/150 bhp so that the racing is faster but, in this country, FF has such a grip with its lower cost that FSV takes very much a back seat. Volkswagen

(GB) Ltd sponsor a Silver Cup Championship of 12 rounds but races outside this series are few and far between. The racing is, however, better to watch on the whole than FF, the cars look different and very attractive and sound more like real racing cars. Royale are the most prominent manufacturer in this country as well as the rest of the world, although Lola, Crosslé and Austro-Kaimann also get a look-in.

The inspiration for FSV came from Formula Vee which has also been a great success in Europe and, because of its relatively low cost which is a good deal less than Formula Ford, it has gained quite a loyal following in this country. Many of the parts, including even the suspension, have to be taken from the VW Beetle 1200 or 1300 and the result is usually a rather squat, chunky car. The rim widths are restricted as in Formula Ford so that cornering can be quite spectacular while the engines set up a strange sort of drone at high revs. The Austrian Austro Vee has been the most successful car since the Formula was introduced to this country although the current champion, Graham Meek, has used the American McNamara and Unser Vees while the Scarab, nothing to do with the late Lance Reventlow's F1 project, is also used with success by Bruce Venn.

On the cheap

Since this article is directed chiefly at the spectator, we have so far concentrated on the single-seater classes which are promoted with him in mind. However, there are other single-seater racing cars which a visitor to a club meeting may come across from time to time. The Monoposto Formula caters for the older type of single-seater which would have been seen winning F3 races a few years ago. Chassis built prior to September 1966 are eligible if they emanate from recognised manufacturers such as Brabham, Lotus and Cooper. However, home-built chassis are actively encouraged with front or rear engines which may not exceed 1600 cc or have superchargers or overhead camshafts. Otherwise, engine tuning is free and wings are allowed for the first time this year. A 1-litre class division is made but, of late, this has been poorly-supported. With unlimited tyre widths, speeds are approximate with F3.

Formula 4 has been with us in various guises for several years and has now reached the point where eligible cars are similar in many respects to the old 1-litre F3s which provided such good racing through to 1970. Support comes from Low Cost Racing Ltd and between 20 and 30 competitors. Most of the races take place in the South of England at Lydden, Thruxton and Snetterton with occasional forays to Silverstone. There is also *Formule Libre* which literally means free formula and caters for a mixture of all types of single-seater from F5000 to F4.

Clubmen Formula

Moving away from the single-seaters to types of car which are theoretically supposed to carry more than just the driver, the category least likely to do this is the Clubmen's Formula. Front engines are compulsory for these cars and must be of the ohv push rod type of British manufacture which means, inevitably Ford. The cars are low, sleek and purposeful with their open wheels covered by cycle-type wings while, more so than in most cars these days, the driver can be seen at work behind the engine.

Holbay are the favoured suppliers of engines for the more popular 1001 to 1600 cc class, their version of the Ford 1600 cc crossflow engine providing sufficient power to produce lap speeds on some circuits faster than F3. A less well-supported 1-litre category is also run where the old BMC A series engine still finds some support although ex-F3 Holbay and Cosworth Fords are the most successful units. There are two championships for this type of racing the more significant, which is followed by all the leading competitors, being sponsored by Shell while the unsponsored origins of the championship remain in the 1-litre class, where the winner receives

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The interior of the Sprint is built for comfort: the seats are contoured and are adjustable to suit large and small drivers alike and hold them firmly in place through fast corners. A tachometer, speedometer, fuel gauge and water temperature and oil pressure gauge set in a fine teak veneer fascia instantly give the driver the information he needs. Leather-rim wheel, steering lock, air horns,

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the Gregor Grant Trophy, which was originally presented in memory of our founder by the Clubmen's Register when the Formula had fallen on hard times in the late 60s. The Luton Motors Group put up the money for the other one at Silverstone while local clubs like the Thames Estuary AC and the BRSCC Northern Centre also run well-supported series.

Most cars are variations on the brainchild of Arthur Mallock whose U2 theme has seen service from F2 to the 750 Formula. The current U2 Mk 11B is a very sophisticated machine which has recently been showing great speed in the capable hands of Ray Mallock, Arthur's younger son. Geoff Friswell was the 1972 champion in the larger class in another U2 although the Gryphon of Noel Stanbury was a very close challenger. This year Ray's elder brother Richard should be seen in the latest of his father's machines while Stanbury should be continuing for another season. Melvyn Coon, the overall champion in his Dino 4, will also be continuing probably in the larger class.

750 MC's brands

The Clubmen's Formula really owes its origins to the 750MC and its two competitor-orientated formulae, known as Formula 1200 and the 750 Formula. The former is based on the Ford 1200 cc pushrod engine which can be situated either in front of or behind the driver. All enveloping bodywork is also permitted although most successful drivers seem to use the basic Clubmen's concept. Exceptions include the tortuously named Tetranychus Telarius of Mike Taylor which is a splendid example of the ingenuity and design ability which go into many of the cars. It is a well known fact that many of Britain's F1 designers from Colin Chapman downwards found the first outlet for their talents in Formula 1200's direct precursor, the 1172 Formula. When you go to one of the many championship races held throughout the country you may very well be watching a car which has been built or is being driven by a Chapman of the future.

The 750 Formula began life catering for Austin Seven Specials in racing trim but the increasing scarcity of parts led to the inclusion a few years ago of the Reliant engines, the first of which was directly developed from the Austin unit anyway. Now there is a very flourishing formula which receives support from Britain's second largest indigenous manufacturer. It is a sort of Formula 1200 in miniature, the cars again having either front, rear or even side-mounted engines clad, if so desired, in aerodynamic bodywork. Speeds are just about the slowest in club racing but very fast considering the humble origins of the basic components.

Modsport

A very much more sophisticated form of racing two-seater is the sports GT car which comes in four classes divided at 1300 cc, 1650 cc and 2500 cc. The best days of this type of racing are over at club meetings but there are still some good races to be seen at the rounds of the sole remaining championship which is sponsored jointly by Castrol and *Motoring News*. In theory any car which is eligible for Groups 3, 4, 5 or 7 can run in a sports GT event so that sometimes you do come across a few of the latest Chevron or Lola 2-litre G5 cars having a day off from the European Championship. Otherwise, the mainstay of the category is the lowest capacity division where a number of small, attractive two-seaters often provide some very good racing.

Everything we have talked about so far concerns vehicles which are far removed from the ordinary car in the street. However, many drivers begin their competition career by using their road car in sprints or autocross and gradually modify what they have got as and when they can afford it. For the sports car owner, modified sports car racing provides the answer and brings together everything from the latest rear-engined Ginetta G15 or TVR Tuscan to venerable Healey 3000s and even more venerable Jaguar XK120s. Where basically standard machines are being used, the degree of modification allowed has to be

carefully designated and, while it is true to say that the mod sports regulations allow considerable freedom, certain technical restrictions do exist. Cars like the Midget, Spitfire and, at the other end of the scale, E-type require considerable modification before they can be competitive while the Lotus Elan, Ginetta, AC Cobra and Turner can stay closer to the original.

The pros and cons of mod sports racing have recently been explored in great detail in our pages but it is many people's opinion that some of the best, friendliest and most spectacular racing can be found in this category. Alas, others do not agree and there will be significantly fewer races in 1973 with only one championship instead of two, this being the BARC's Blue Circle Cement-sponsored affair which should provide some excellent entertainment. The NSCC also intend to continue with their Dick Protheroe Championship, mainly at Croft so that you should still be able to find races to watch.

Of the five classes, the smallest is restricted to 1150 cc and is usually dominated by the G4 and G15 Ginettas now that the Sprites from Mk 1 onwards are getting a little long in the tooth. A new class from 1151 to 1300 cc has been brought in for 1973 to keep the owners of later model Spridgets happy but only the NSCC intend to abide by it. The next class division comes at 2000 cc and includes Elans, of which the most celebrated is Jon Fletcher's, smaller-engined TVRs, Marcos GTs and Turners. The V6-engined TVR Tuscan of Brian Hough has dominated the 3-litre category of late but Hough is apparently moving on to the much more potent Tuscan V8 which was driven last year with great success by Ted Worswick. This may leave the way open once more for the Austin-Healey 3000s, although Triumph TR4s and even a TR3 have also met with success. Apart from the Tuscan, the over 3-litre section has a mixture of E-types and older Jaguars, Morgan Plus 8s, AC Cobras and Chevrolet Corvette Stingrays so there is plenty of variety.

Special saloons

The touring car equivalent of mod sports is special saloon racing, until recently the only type of tin-top to race at club meetings although its umbrella covered just about every type of saloon car from towing vehicles to stark, stripped Minis. Along with Formula Ford, special saloons can be found at almost every club meeting and, particularly with the bigger cars, there is untold variety. For example, there is Mick Hill's famous Tricentrol-sponsored Ford Boss Capri which combines Lola T70 suspension with a 4.7 Ford V8 as used in the GT40, all covered by plastic Capri bodywork. Another car in similar vein is Tony Hazlewood's Daf-Rover which has March suspension and a Rover V8 covered by a Daf shell while Chris Meek will be running the very light Ford Escort FVA, originally built by Norman Abbott, for Tate of Leeds this year. Any similarity to an ordinary Escort is almost entirely, but not quite coincidental. In fact, there is even greater scope for ingenuity and engineering skill with special saloons than with mod sports which makes this type of racing one of the highlights of any club meeting.

The smaller cars are divided at 850 cc, 1000 cc and 1300 cc and are mainly Minis, most of which are Cooper and Cooper S variants. As British Leyland falls further from the competition scene, however, the old Cooper S engines have begun to lose out in performance and some of the fastest Minis now boast Ford horses under their bonnets. A car to watch closely will be Geoff Wood's very special purple Mini with 1300 cc Ford pushrod engine which Wood has spent a year developing into a very fast device. In the same class Bob Fox runs a Mini Clubman with a special twin-cam, Ford-based unit while the occasional Escort adds a different shape. The 1-litre class is, in some ways, the best of the lot since, like Formula Ford again, it falls within the reach of many pockets. The Mini-Ford theme is even more prevalent here with ex-F2 and F3 engines powering the likes of John Hipkiss, Andy Barton and Sedric Bell. Hillman Imps are also popular and successful

driven by Hartwell's Ray Payne and Alex Clacher in the north, while 1-litre Anglias can be made to go equally quickly in the right hands. The Mini is used almost exclusively in the 850 division, Mike Evans's Patrick Motors Group car winning many of the races while Graeme Janzen wins many of the rest.

As long as the basic body shape remains unaltered, almost anything can be done to a special saloon although there are one or two other restrictions on the location of the engine and gearbox, and so on, to discourage F2 cars with Escort shells. Halfway between the G1 production saloon and the special saloon are the Mini-Seven C's two classes for Minis, what else? Designed to provide the Mini enthusiast with an opportunity to compete regularly at low cost, the Mini-Seven Formula caters for the ordinary 850 Mini. The modifications which are allowed ensure that the racing is by no means slow and it is invariably close. The Miglia Mini Formula is based on the Mini 1000 and permits greater modification so that, although costs are kept within reasonable limits, speeds are often not far short of the out-and-out 1-litre special saloon.

Production saloons

With more stringent regulations, the second year of production saloon car racing retains its two sponsored championships, Britax and Castrol. This year the class divisions have been revised, now at up to £800, £801 to £1,050, £1,051 to £1,500 and over £1,500.

The larger capacity section is well supported between Ford, BMW, Alfa Romeo and Chevrolet. BMW have Roger Bell, Tony Lanfranchi and Gerry Marshall supporting their line-up of 3-litre SIs, sponsored by Shell, Luxembourg and Rothmans, while top Capri runners include the Norman Reeves' 3-litres of Brian Cutting and Tony Shaw and Gordon Spicer's Wisharts Garage entry. Esso Uniflo join Roger Clark in sponsoring the Alfa Romeo 2000 GTVs of John Handley and Stan Clark while Richard Lloyd's Camaro Z28 is supported by AJ Rivers Racing. In the intermediate section it's a battle between Hillman, Vauxhall and Ford. Chrysler Dealer Team are using a Hunter GLS for Bernard Unett against the 2.3 Firenza SLs of Denis Thorne (United Service Garages), Tim Stock and Barry Williams. The Mexico line-up is likely to be headed by Allan Wilkinson's Allen of Romford version.

Again Ford Escorts, this time the Sport version, are favourites for the £1,050 section, particularly the cars of Ivan Dutton and John Lyon, the latter entered by Berlitz School of Languages. Escorts' opponents are likely to be Simca Rallyes, including those for Simon Kirkby (entered by FK Sharpe Ltd) and Tom Leake, while Moskvich 412s are again favourites for the economy class, prepared by Satra Motors.

Production sports

With the success of production saloon car racing during 1972, the BRSCC have introduced a similar kind of racing for sports cars in 1973. With stringent regulations making the cars as close to road specification as possible, eligible vehicles include Porsche 911, Ferrari Daytona, Alfa Montreal, de Tomaso Pantera, Lotus Elan and Europa Jensen Healey, Datsun 240Z, MGB, TR6, GT6, Midget, Spitfire and Sprite in four classes, up to £1,200, £1,201 to £1,625, £1,625 to £3,000, and over £3,000. STP are sponsoring this year's BRSCC production sports championship.

Without a race being staged, it's difficult to forecast any winners, but in the luxury class, the works Porsche Cars of GB 2.7 litre Carrera for Nick Faure must start favourite. Opposition includes a 911E for former E-type mod sports ace Alan Minshaw and Peter Semus' 5.4-litre Corvette. Julien Stock's Lotus Europa Special should be a front runner in the intermediate section while the outcome of the £1,200 to £1,625 section may depend on whether the Clan Crusader's troubled homologation will be accepted and, at present, it seems as though it will be. However, former very rapid Cobra driver Shaun Jackson should be a top-runner in a Triumph TR6 entered by DCM, the TR centre.

Continued on page 53

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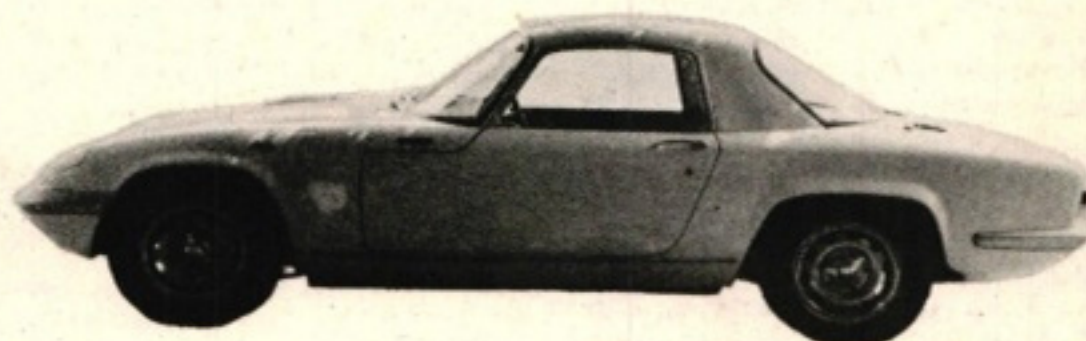
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McCormack just holds off Rollinson for final win

By GEOFF HARRIS

Repeating his Pukekoe performance John McCormack put in a stirring drive to win the eighth and final Tasman at Adelaide's Virginia Raceway last Sunday. After a race of changing fortunes, McCormack inherited the lead three parts through when Frank Matich ditched the A50 after fuel pump problems left him with a dead engine on the loop after the main straight. Allan Rollinson featured in a strong finish with McCormack, throwing caution to the wind and pushing the Chevy up into the 8900 region in a do or die effort to catch the flying Ansett Elfin; trailing him by a second as they crossed the line. Had his pit crew kept him a little better informed of his position he may have given McCormack more trouble. The Brodie Chevron B24, responding well to some press on driving by Thompson, who had to use the car's excellent handling capabilities to the full to compensate for a rather tired engine, was rewarded with a third, although a lap down.

After a stop to try to free a jammed gearbox, Max Stewart (Lola T330) finished a gallant fourth with the gearbox locked in fourth gear. Garrie Cooper and Stan Keen (5th & 6th) spent most of the latter part of the race no more than 0.5s apart with Cooper's Ansett Elfin just pipping Keen's older Ford powered model by a couple of tenths. Matich, from pole, ran easily in the lead until his fuel pump tired; and the STP McRae died with a smouldering clutch 100 yds from the start to record the team's first DNF of the series. McRae's crew had a fairly dismal weekend experiencing great trouble getting the car into a raceworthy condition after another drive shaft failure left them with a damaged hub and a shocker that would only work on one setting.

ENTRY and PRACTICE

A busy week was spent by the McKechnie crew assembling an engine to consume all the spare engine bits and fitting in a wide

nose. The nose wasn't fitted so much as an aerodynamic aid but to house the huge new radiator that looked better suited to a Mack truck. Before the engine disintegration at Sandown the McRae's water temperature was running into the high 100° C and rising. The new radiator, fabricated in Melbourne, mounted square to the air stream must have measured 2 ft 6 in across and because of this the wide nose was subject to extensive cutting. The car ran 51s in the unofficial Friday session at a more respectable 80°C although more work was planned as the structure had become rather flimsy. They missed the first official session on Saturday because of this and his 51.7s early in the last was the best, with improvement unlikely as the car was suffering a disturbing vibration attributed to out of balance wheels.

McRae's drive shaft failure smashed all in sight and the team, not having too many spares to call on, had to refit the damaged hub, lavishly coated with loctite and a borrowed shock absorber that was 2mm shorter

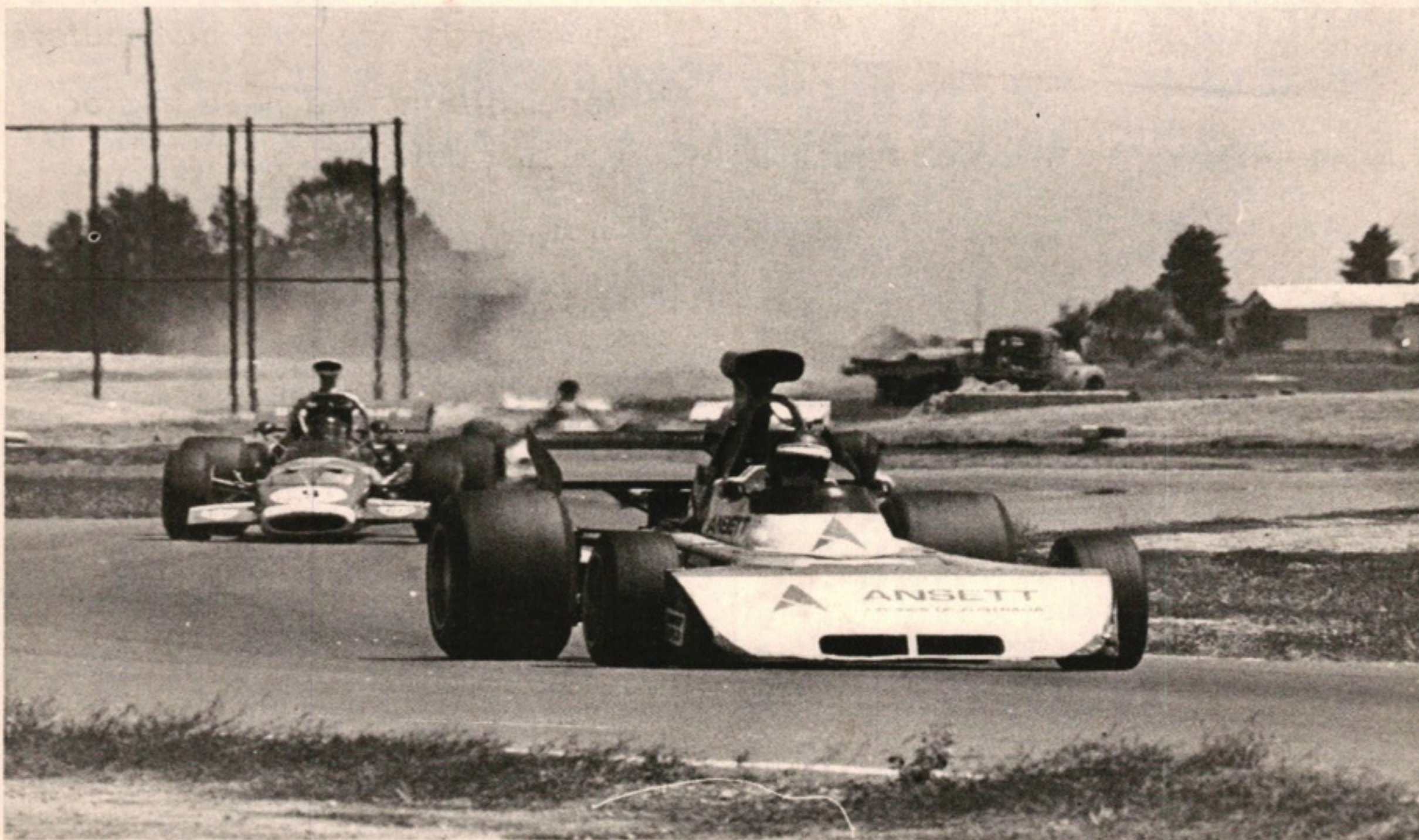
than the original and only functioned on No 6 setting. McRae was also on his last serviceable engine, the one that served so well in New Zealand, this having a slight uplift with a couple of new Bartz heads. To get the car around in 51.2 s, only 1 s off the pace, was praise enough.

Easily quickest in both sessions, Matich's car looked as fresh as when it started the series with Repco personnel clucking around the car, no doubt hoping for a change in fortune. Matich has come under a fair amount of criticism during the series and the suggestion that he threw in the towel at Sandown the previous week is very much open to speculation. Even if he did it must be remembered that much depended on Sandown for him to have had any chance of success in the series and he alone had backers that expected it of him. That aside, he did manage pole and fairly easily.

Sam Posey got everything together nicely and recorded a very respectable time of 50.4 s. The Surtees, in almost identical Sandown trim, suited the short 1.5 mile circuit well, coming off the banking just prior to the start in full power slides. He and Bartlett were the most spectacular, giving the small practice crowd good value. Bartlett (T300), running with the left wheel base slightly shorter than the right, a legacy of the Sandown accident, was out to make amends for a rather dismal showing so far and with a 51.1 s he looked promising. Unfortunately he didn't improve this time in the final session and was bumped from fourth to seventh fastest.

Down the pit lane in the second session, Walker put the finishing touches to the break in the Matich rear subframe and Thompson's Servis Chevron sat idle minus third gear. Stewart would call in every two or three laps complaining that he couldn't get it just right while Muir was given harsh looks from Peter Molloy after knocking his nose fins adrift on a couple of occasions. A broken rocker post was quickly replaced in the McLaren and his time of 51 s for fifth spot was only down 0.1 s from Stewart's T330 and 0.2 s from Walker, who incidentally had popped up on the front row of the 3 by 3 grid again.

John McCormack's Elfin on its way to its second win of the series and second place in the championship.





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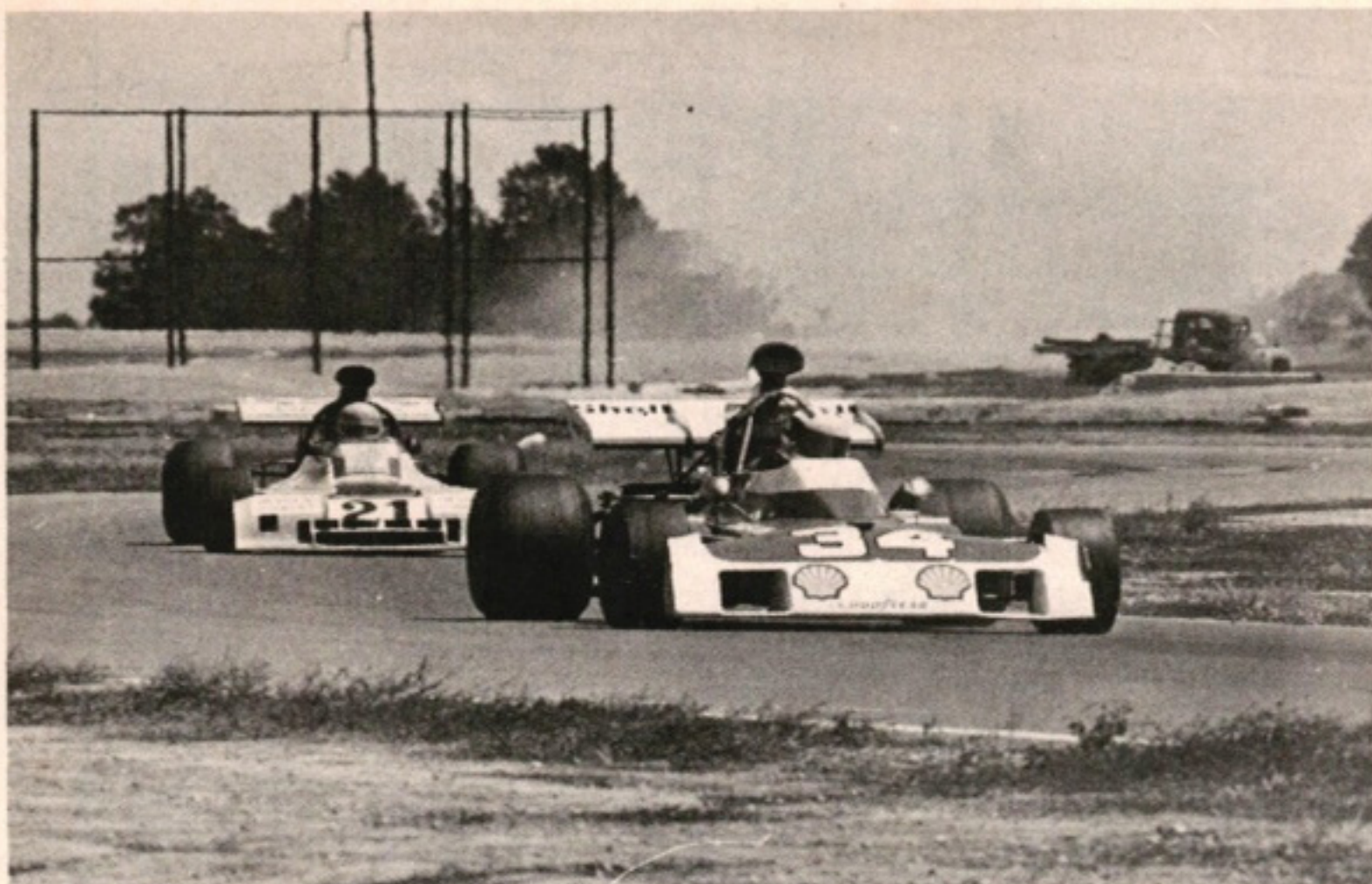
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Sam Posey's Surtees leads Alan Rollinson's second-placed McRae.

RACE

| | | |
|--------------------|-------------------|--------------------|
| Walker 50.8 | Posey 50.4 | Matich 50.0 |
| McRae 51.0 | Muir 51.0 | M. Stewart 50.9 |
| Thompson 51.4 | McCormack 51.2 | Bartlett 51.1 |
| Keen 53.0 | Cooper 52.7 | Rollinson 51.7 |
| T. Stewart 54.1 | Dunlop 53.8 | Lawrence 53.1 |

The 1.45 mile Virginia circuit is a combination facility consisting of a $\frac{1}{4}$ mile oval, a $\frac{1}{4}$ mile drag strip and a conventional race circuit. The Tasman circuit combines most of the other two with the start/finish line beginning the "shute" as they like it called, which on lesser days doubles as the drag strip. The circuit takes a sharp right into a dog-leg section, weaving down to enter the oval which has to be taken with caution as its camber falls the wrong way. Once on the oval you take advantage of the 5 degree bank that sweeps you rapidly back past the start/finish line and away. The only criticism is that it's a little short on facilities and is far too dusty on hot days.

The cars were sent out on their two warm up laps by some incredible antics performed by the steward. McRae had spent some time after the 15 m morning session, trying unsuccessfully to trace some of the older narrow 13 in Goodyears to give his ailing half shafts and hubs a little less work. The hubs had been given another dose of loctite and of course, the cockpit was packed with its usual 40 lb

of dry ice.

As the cars took up their positions, Cooper's Ansett Elfin had an injector union hurriedly tightened leaving the car to run without engine cover or air box. A loose oil line on the Matich A50 had Walker's crew all a-flurry but all was well as the one minute board was shown. Now all neat and tidy the cars rocked on their clutches to await the flag. McRae raised his hand momentarily when he felt his clutch give, to lower it again just before the flag. All the tyres ripped and tore at the tarmac, including McRae's, fighting for traction and they were off. It was a long drag to the first right hander, although the field was completely obscured in a cloud of pungent smelling smoke left by McRae's crippled clutch. The STP McRae coasted to a stop, covering only 100 yds of the 100 mile race. The cars weaved back to rejoin the oval, skating and sliding on the difficult negative camber. Matich held the lead, floating through the banking with a slight hint of understeer ahead of Walker, Muir and McCormack who had made demon starts, then Posey, Rollinson and Max Stewart; a small gap to Thompson, Bartlett, Keen, Dunlop, Tony Stewart, Cooper and Graeme Lawrence last who had been baulked badly by McRae.

By the third round Walker still led a bunch of seven cars contesting second with Matich untroubled in the lead. With only seven short laps behind him, Matich had built up a commanding lead as Walker pitted from second, quickly bailing out of his smoking cockpit.

Graeme Lawrence finished eighth in his Surtees TS15.



An electrical short had started a minor fire under the dash which was quickly extinguished by his crew. His retirement brought groans from his home town crowd.

The race stabilised to some degree from here with McCormack now second, leading a fairly aggressive group of Muir, Posey and Rollinson. Bartlett flung his car about in a manner we expect but was having trouble with Max Stewart, finally disposing of him in a smoky late braking manoeuvre at the end of the straight. This was lap 15 and Bartlett began a stirring drive to catch the now distant second place group. His rapid close on Posey was helped somewhat when one of the Surtees' front tyres started going off, giving Bartlett a clear and easy run to Muir and Rollinson. The McKechnie McRae was experiencing some difficulty in handling the inspired Muir but by the time Bartlett had caught up Rollinson was by and had opened a 2 s gap.

Matich's car sounded like it could go on forever and he'd stabilised his lead at about 15 s from McCormack who had benefited from Muir's tying Rollinson down. Bartlett wasn't long finding a way past the tiring Muir and now had his sights set on Rollinson.

For a few laps Bartlett pegged the gap to Rollinson and the Chesterfield Lola came within 2 s of his goal only to fall away, Bartlett suffering extreme heat exhaustion. He stopped on lap 34 to be lifted bodily from the car almost unconscious. His revival took some 10 laps when he returned to the fray to finish 10th and last. During the excitement Max Stewart had stopped to get help with a gearbox jammed in fourth but nothing could be done so he rejoined a lap down to finish the best he could.

The front tyre on Posey's Surtees was now giving the big American real trouble. Sam gave his pit a couple of laps waving and then engaged in the slickest tyre change ever seen by Australian race goers, losing only one place at his return. By lap 48 Matich doubled Thompson for the second time and his lead over McCormack was still in the 17 s region with Rollinson sitting back at a fairly static 7 or 8 s. Muir still held a lonely fourth a lap down with Posey picking up the place he lost to Thompson when he stopped. Posey's race came to an expensive end when the engine let go on lap 49, coasting to a stop just past the pits with flames licking out from under. When the car stopped the fire went out.

Spending the first 20 or so laps bedding in new brake pads on the Ansett Elfin, Cooper started to catch Keen in the older MR5 Ford.

With everybody settling down to a Matich victory, things jolted into life when the yellow car cruised past the pits with him pointing to his engine. He completed two more laps before he pitted, roaring down the pit lane, scattering all and sundry in his 60 mph dash to his pit. The car was topped up with fuel only to suffer trouble starting. His mechanical fuel pump was overheating causing only intermittent fuel supplies to the motor. He finally restarted fourth, a lap down on McCormack to have the pump fail completely, resulting in an excursion into a fence, breaking his wing and a steering arm. Rollinson's pit now sprang into life, although far too late to give Allan any information on McCormack. Deciding a do or die effort was needed Rollinson pushed the McRae to the limit, pushing the tired Chev very hard. His progress was hampered a little by faulty front brakes but he continued to haul McCormack in but there just wasn't time.

As the cars entered the last lap Rollinson was only a couple of lengths behind to finish in the same position as the stated series. This victory placed John McCormack into a solid second place in the series—and well deserved. Muir lost his third place when he stopped towards the end for fuel to let Thompson, Stewart, Cooper and Keen through to finish in those place.

Adelaide
70 laps 101.2 miles
1, John McCormack (Ansett Elfin-Repco), 61 m 06.9 s; 2, Alan Rollinson (McRae Chev GM1), 61 m 07.6 s; 3, Steve Thompson (Servis Chevron Chev B24), 69; 4, Max Stewart (Lola-Chev T330), 69; 5, Garrie Cooper (Ansett Elfin-Repco), 68; 6, Stan Keen (Elfin-Ford MR5), 68; 7, Bob Muir (McLaren M10B Molloy), 68; 8, Graeme Lawrence (Surtees TS15 Hart), 66; 9, Kevin Bartlett (Lola T300 Chev), 50.
Fastest lap: Matich, 50.5 s.

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SPORTS EXTRA

SILVERSTONE

Midlands winners

Bob Evans and Stephen Choularton were the stars of last Saturday's *formule libre* race on the Silverstone club circuit at this Midland AC clubbie.

Evans certainly has soon got accustomed to Formula 5000. Driving Alan McKechnie's Lola T300, Evans lapped amid a crowded field of slower machinery in 52.6 s, 110.05, which is only four-tenths outside the outright record. But Evans didn't win the race. A flat battery caused 25-year-old Lincoln-born Evans to pit on the second lap and by the time a new battery had been installed, he was two laps down.

By the way he won this 15 lap *libre* race, up-and-coming Choularton seems set for a big future in Formula Atlantic. Driving an immaculate new Autovita Atlantic March 73B most impressively, Choularton dominated the race, easily outpacing Ken Bailey's Ex-Cyd Williams March 722 BDA until Bailey retired with a broken cwp, whereafter Bob Salisbury's Gerard Brabham BT35 BDA inherited a distant second. Another Atlantic car, Robert Cooper's ex-Lauda March 722 jumped an untidy start, but with an unhealthy BDA motor, soon dropped to fourth, behind Bobby Bell's BRM P83 which uses 5.7 litres of Ford engine.

Tony Strawson made hard-going of the special saloon race with his Ford Falcon. Unable to start the engine from its pole position, Strawson set off last, but fought to the front by the eighth lap. However Brian Davison's 2.3 Viva GT kept close to the tail of Falcon which meant that Strawson's 10 s push start penalty dropped him to second, with Bill Cox's 6.2 Capri a distant third. Alan Jones' impressive Mini made the running to begin with, until its far belt came off.

Whether its Mini 7 or Mini Miglia formula, this type of saloon racing is ideal club stuff; cheap to run and plenty of close competition. Reg Armstrong walked away with the Mini 7 race with Chris Winter pulling away from Graham Woskett for second position after Tony Westbrook retired. Armstrong equalled three records. The Mini Miglia race produced the best racing with Dudley Fisher and Philip Spurling swapping over the lead, joined at half distance by Eric Grove whose Tollgate Mini had been virtually written-off on the previous Wednesday and was rebuilt within 36 hours. Circulating in very close company, the order settled in Spurling, Fisher and Grove for the last couple of laps, although Grove had separated the other two for a time, and all three reduced the record quite considerably.

Two Formula Ford races surprisingly produced rather tame racing. Chris Woodcock's smart Merlyn 20A and Dave Lee's Lotus 61S disputed the lead of the first race until Lee dropped back giving Woodcock an easy win and himself a hard time as he just held off Fred Whitmill's new Crosslé 25F and Nick Foy's Brabham BT18/21. American Tony Rouff had hard luck. After obtaining pole position the Vegatune engine in his Merlyn 20A refused to fire and from starting last he picked up to seventh at the finish. The second FF race belonged to Frank Sytner. With the ex-



Blast-off for Bob Evans (T300 Lola), Steve Choularton (Atlantic March) and Bob Salisbury (Atlantic Brabham).

Ian Scheckter Merlyn 20A, Sytner established a good-sized lead on the third lap and held on to it, despite Keith Fletcher's efforts in his WRA Royale RP16 in second place. Early leader David Heale battled with Fletcher for much of the race until Fletcher pulled away and Heale had to successfully fend off Clive Power's fourth-placed Dulon MT15.

From the back row/10 s mark, Frank Aston made mincemeat of the opposition in the sports GT race. Driving the ex-Jeremy Lord Astra-FVA RNR1, Aston took the lead off Bill de Selincourt's E-type on the eighth lap. De Selincourt was pestered most of the way by Len Gibbs (Daren Mk 2), but easily had enough power to stay ahead for all but the first lap.

ROBERT FARNALL

Kidderminster Motors race for Formula Ford (10 laps): 1. Chris Woodcock (Merlyn-Rowland Mk 20A), 11 m 27.4 s, 84.21 mph; 2. Dave Lee (Lotus-Holbay 61), 11 m 40.0 s; 3. Fred Whitmill (Crosslé-Scholar 25F), 11 m 41.4 s; 4. Nick Foy (Brabham-Longman BT18/21), 11 m 41.8 s; 5. Lou de Marco (Merlyn Mk 20A), 11 m 44.0 s; 6. Laurence F. (Alexis Mk 12), 11 m 47.2 s.

Fastest lap: Lee, 1 m 6.8 s, 86.66 mph.
Mini 7 Formula Championship round (10 laps): 1. Reg Armstrong, 13 m 12.0 s, 73.09 mph; 2. Chris Winter, 13 m 19.8 s; 3. Graham Woskett, 13 m 30.0 s; 4. Mike Heudebourck, 13 m 38.4 s; 5. Chris Marles, 13 m 39.2 s; 6. Danny Boulton, 13 m 40.6 s.
Fastest lap: Armstrong, 1 m 17.8 s, 74.41 mph (equals Mini 7 record).

Sports GT cars, up to 1150 cc, 1151 to 1600 cc, 1601 to 2500 cc and over 2500 cc (10 laps). Overall: 1. Frank Aston (1.6 Astra-FVA RNR1), 11 m 12.8 s, 86.04 mph; 2. Bill de Selincourt (3.8 Jaguar E), 11 m 22.6 s; 3. Len Gibbs (1.1 Daren-Ford Mk 2), 11 m 25.8 s; 4. Jeremy Sumner (1.9 Chevron-BMW B6), 11 m 52.4 s.

Up to 1150 cc class: 1. Gibbs, 84.41 mph; 2. Rupert Glydon (1.1 Lola Mk 1); 3. David Beresford (1.1 MG Midget). Fastest lap: Gibbs, 1 m 7.2 s, 86.14 mph.

1151 to 1600 cc class: 1. Aston, 86.04 mph; 2. John Finch (1.3 MG Midget); 3. Tim Garner (1.3 Austin-Healey Sprite). Fastest lap: Aston, 1 m 3.0 s, 91.89 mph.

1601 to 2500 cc class: 1. Sumner, 81.26 mph; 2. John Pearson (1.8 MGB); 3. Mike Walker (1.6 MGA). Fastest lap: Pearson, 1 m 12.2 s, 80.19 mph.

Over 2500 cc class: 1. de Selincourt, 84.81 mph; 2. Lol Hopkins (7.4 BRM P154/167); 3. Ian Mason (4.0 Aston Martin DB4). Fastest lap: de Selincourt, 1 m 7.0 s, 86.40 mph.

Special saloons up to and over 1000 cc (10 laps): Overall: 1. Brian Davison (2.3 Vauxhall Viva GT), 11 m 24.8 s, 84.53 mph; 2. Tony Strawson (4.7 Ford Falcon), 11 m 33.8 s (including 10 s penalty); 3. Bill Cox (6.2 Ford Capri Chrysler), 11 m 38.4 s; 4. Joe Russell (1.6 Ford Escort).

Up to 1000 cc class: 1. Gerry Taylor (1.0 Ford Anglia), 79.36 mph; 2. Len Crook (1.0 Mini-Cooper); 3. John Walsh (1.0 Mini-Cooper). Fastest lap: Nick Birch (1.0 Hillman Imp), 1 m 11.0 s, 81.53 mph.

Over 1000 cc class: 1. Davison; 2. Strawson; 3. Cox. Fastest lap: Strawson, 1 m 5.0 s, 89.06 mph.

Formula Ford (10 laps): 1. Frank Sytner (Merlyn-Rowland Mk 20A), 11 m 01.0 s, 87.58 mph; 2. Keith Fletcher (Royale-WRA RP16), 11 m 04.0 s; 3. David Heale (Dulon-Rowland LD9), 11 m 08.4 s; 4. Clive Power (Dulon-Rowland MT15), 11 m 12.6 s; 5. John Murphy (Hawke-Scholar DL10), 11 m 20.2 s; 6. Steve Tipping (Royale RP3A). Fastest lap: Sytner, 1 m 05.0 s, 89.06 mph.

Mini Miglia Formula Championship round, and a class for Mini 7 cars (10 laps). Mini Miglia: 1. Phil Spurling, 12 m 27.0 s, 77.49 mph; 2. Dudley Fisher, 12 m 27.6 s; 3. Eric Grove, 12 m 28.0 s; 4. Alan Turner, 12 m 57.2 s; 5. Roger Dyer, 13 m 25.0 s; 6. Mike Jordy, 13 m 29.8 s. Fastest lap: Spurling, Fisher and Grove, 1 m 13.4 s, 78.87 mph (new Mini Miglia record).

Mini 7 class: 1. Andrew Highton, 9 laps, 69.10 mph; 2. Paddy O'Donnell; 3. John Chapman. Fastest lap: Highton, 1 m 22.6 s, 70.08 mph.

Harmo Industries Formula Libre race (15 laps): 1. Stephen Choularton (1.6 March-BDA 73B), 14 m 28.6 s, 99.96 mph; 2. Robert Salisbury (1.6 Brabham-BDA BT35), 14 m 35.2 s; 3. Bobby Bell 5.7 BRM-FORD P83, 14 m 50.2 s; 4. Robert Cooper (1.6 March-BDA 722), 16 m 05.8 s, including 1 min penalty; 5. Philip Guerola (1.8 Brabham-FVC BT30), 14 laps; 6. Mike Sales (1.6 Haggispeed-Holbay), 14 laps.

Fastest lap: Bob Evans (5.0 Lola-Chevrolet T300), 52.6 s, 110.05 mph.



MOTORING
CLUBMAN

REG
ARMSTRONG

Reg Armstrong started the 1973 Mini 7 Formula season at the MAC Silverstone meeting last Saturday as he intends to carry it on. In a truly demoralising style, Reg pulled away right from the start to score a convincing win against a fully competitive field of buzzing 850 Minis. However, Reg must be getting used to victoriously acknowledging the chequered flag because he led last year's Mini 7 Championship right from the very first race and went on to amass eight wins on his way. This came after a frustrating season of mechanical failures and niggling small bothers in 1971 although Reg can now look forward hopefully towards his fourth season which he has just started so well.

Mini 7 is reckoned to be one of the cheapest formulae in which to compete but a glance down any entry list will reveal a number of cars entered, sponsored or prepared by established tuning firms which (theoretically anyway) gives them an immediate advantage. Reg has flirted with sponsors but never really successfully and it is therefore much to his credit that this Granada television engineer maintains and prepares the white, red and green Austin Mini himself with the help of a friend at his home at Perivale, near Greenwood in London. Reg does carry advertising stickers for Hillthorne Engineering but this is purely because the company have been so helpful in the supply of parts and machining work. Naturally enough Armstrong is a keen member of the Mini 7 Club at its North London Centre and enjoys the class of racing because it offers close, competitive competition at a not too ridiculous cost for one is not always rushing off to buy the latest goodies in the way of tyres etc and the rules allow enough modification to keep eligibility protests out, make the cars fast enough to be interesting and yet eliminate the need for "demon engines." There is also a well organised championship trail to follow which takes in most circuits in the country.

So at the beginning of this new season Reg, who is 32 years old and a married man with two young daughters, has made the best of starts, and is obviously keenly looking for another successful year.

● Frank Aston has sold the McLaren-Ford Special he purchased off Ian Richardson to former Cobra sprint and hillclimb, star Nick Green. Aston has replaced it with the ex-Jeremy Lord Astra.

News

● Positions in Silverstone's Vandervell novice award after the first round last Saturday are: 1, David Heale and Lol Hopkins, 6; 3, David Beresford, Tim Garner and Clive Power, 6.

● Twenty-five-year-old Rob Mason hopes to be doing Group 2 again this year, but in the meantime he is concentrating on special saloons. With an eight port head Mini built by Peter Vickers, Mason was challenging for the lead of last Sunday's Brands 1 litre saloon race when he was involved in a nudge-nudge match with winner Ray Edge, which split the radiator of his Mini.

Mason's car is sponsored by DP&J Motors, the large Sidcup based car sales firm, who are backing Mason to win. Rob Mason, of course, has been a leading Mini driver for some time (interrupted by a brief spell in a G2 Escort) and last year was involved in some tremendous battles with Jonathan Buncombe's Mini in Group 2 races.

● The BRSCC South-Western centre will again be holding their Formula Ford Championship over six rounds at Llandow on April 1, May 28, July 15 and September 23 and at Castle Combe on April 23 and June 16. A 9-6-4-3-2-1 points scoring system is adopted with double points for the final round and end-of-season prizes are £75, £40, £20 and £10 for the first four places.

● David Hepworth has sold his BRM P154/167 he used in Interserie last year to former powerboat-racer Lol Hopkins. Hopkins has had no previous racing experience at all and appeared with the car at Silverstone last Saturday, accompanied by Hepworth. Lol used the 7.4 litre BRM in the 10 lap sports GT race and from a fourth row grid position, he eventually finished fifth with the engine cutting-out. The amusing Hopkins said he wanted to start racing at the deep-end to see if he would like it and will use the BRM in a few more club races to get used to it, before progressing to Interserie. Some months ago, Hopkins was to buy Tony Harrison's McLaren M12C but after a lap and a half had the engine blow in the biggest possible way.

● An all new clubmen's Haggispeed appeared at Silverstone last Saturday driven by Mike Sales. The car powered with a new Holbay engine looked most impressive and finished sixth overall in the 15-lap *formule libre* race and was the first non single-seater home. There are two more orders placed for the new Haggispeed, and in all it is hoped for five to be built during the year.

● The SWAC and its offshoot, Llandow Circuits Ltd, are instituting a number of changes to the face of Welsh motor racing for the coming season. At Llandow, they are running a championship similar to the one instigated by Tarmac with the object, in this case, of finding the finest racing driver in Wales. Any driver scoring points in any of the three Llandow championships for FF, *libre* and saloons will have his highest single point score of the day carried forward into this championship. Each individual championship is worth £100 to the winner and the overall championship is worth £250 to the winner. Points will be scored 6-5-4-3-2-1 with 1 for fastest lap and 2 for a record. Full rules and details of obligatory registration procedure from Llandow Circuits, 5 Meteor St, Cardiff.

● Twenty-nine-year-old Liverpool draughtsman Dave Millington seems set for a very successful season in the ex-Gerry Marshall, Blydenstein-prepared 2.2-litre Vauxhall Firenza. Millington started racing with an 850 Mini in 1968 and 1969, graduated to an Escort for 1970/71 and last year before purchasing this Firenza. Last Sunday at Brands, Millington (entered by Brook Hire, Liverpool), finished a good second overall to Mike Crabtree, looking very competitive too. Millington will be contending the first few rounds of both MCD and Forward Trust special saloon series before deciding on which to concentrate.

LYDDEN

Season closes for rallycross

The 1972/73 Lydden Rallycross series closed last Sunday with a non-championship event staged by TEAC and sponsored, as usual, by WD&HO Wills. The entry was smaller than the Embassy events which were held during the winter, but all the regulars were in attendance preparing for the International series which starts in May. Tom Airey's Cooper S fought off the mighty Ford Escort BDAs of Rod Chapman and John Taylor by a scant 0.6 s, and Taylor was some 2 s slower than Chapman.

The attendance at Lydden was even larger than the February meeting if that's possible. They witnessed a Steve McQueen-type demonstration run by German rallycross exponent Franz Pickel in a 6.3 Mercedes complete with road tyres, which by the end of his jaunt had lost about 4 mm of rubber. Hugh Wheldon surprised everyone by turning up with a new 8-port, fuel injected Cooper S, while Ron Douglas' Escort BDA was entered by Chapman's entrants, Stormont. It didn't bring him any luck however for he went home after retiring on his first run.



European demonstration came from the 6-litre Mercedes-Benz of Franz Pickel.

Tom Airey's Mini dominated the proceedings from the word go. His 3 m 19.4 s put up in his first run wasn't bettered and in his particular run he almost caught Wheldon, who was in the first group. In this group Wheldon was headed by Rod Chapman's Stormont Ford Escort BDA (still no sign of the promised alloy block machine), and except for a brief moment when the Mini got by on the grass up Hairy Hill, Chapman was the flag-to-flag winner, his time putting him in to second place albeit 1.6 s slower than Airey. Wheldon's 3 m 24 s placed him third on the first runs. Embassy champion Don Gilham probably wished he hadn't bothered to turn up for he had a miserable day. His conventional Cooper S broke a half shaft on his first run and never really featured in the other two runs. Nick Jesty was again quick in his Mini recording 3 m 26.2 s which placed him fourth after one run. However, he was headed by Brian Streat until his Mini leap-frogged Mabbs bank which lost it a couple of places and almost lost it its windscreen which was hanging off as he crossed the line in second place, nearly 12 s behind Jesty's Wessex Racing Developments car. Keith Ripp recorded 28.6 s, although his sixth place Ripspeed Mini was only 0.8 s faster than David Jones' Cooper S, this being the first time Jones has been in contention in the series. Bill Airey's Cooper was 0.2 s slower than Jones'. John Taylor in the Haynes of Maidstone Escort BDA was next up, his slower 3 m 30.2 s being caused by a first lap incident with John Winsor's Cooper S. Just a fifth of a second slower than Taylor was David Potter's Cooper S, while Trevor Hopkins' Escort completed the top 10. A number failed to figure in the first runs and they included Gary Streat who retired his Mini after a spin, Peter Vaughan, whose Long-



The final line-up for rallycross cars at Lydden this winter.

man Mini was nudged up the backside, and Brian Stabler's Swiftone Mini, which retired when the oil filter bowl burst. John Crane proved that Mabbs bank can be a useful launching pad, when he took off and landed on all four wheels, the only damage being to the driver's underwear.

There were no major place changes after the completion of the second runs. Airey was just over a second slower than his earlier time while Chapman was a second quicker, although still 0.6 s short of BTD. Airey had a close dice with Taylor but the Escort pilot was penalised for marker bashing, while Chapman used Mabbs bank to good effect by bouncing the rear end off it on each lap. Wheldon and Jesty were also quicker but didn't improve their positions, while Gary Streat recorded a fine 3 m 25.2 s, which was equalled by Vaughan and so they shared fifth place. Ripp sliced 2.6 s off his first time but still dropped a couple of places thanks to Streat and Vaughan joining the leaders while a similar fate befell David Jones. Bill Airey failed to go any quicker while Gilham scraped into 10th place with 3 m 30.0 s. One of the runs was started a total of four times. After being stopped for a false start the red flag was shown again when Bernard Rodemark's Windmill Hill Garage Cooper S went off in a big way in the dip after the startline. Next it was Stabler's turn to stop the show, this time by cart-wheeling over the finish-line, and so at the fourth attempt the car completed three laps. Mabbs also claimed Derek Oldham's Mini during the second runs while Mick Bird's "convertible" Mini lost its roof.

John Taylor got himself sorted out in the third runs and recorded 3 m 22.0 s to move ahead of Wheldon.

1. T. Airey (1.3 Mini), 3 m 19.4 s; 2. R. Chapman (1.8 Ford Escort BDA), 3 m 20.0 s; 3. J. Taylor (1.8 Ford Escort BDA), 3 m 22.0 s; 4. H. Wheldon (1.3 Cooper S), 3 m 23.0 s; 5. N. Jesty (1.3 Mini), 3 m 25.0 s; 6. P. Vaughan (1.3 Mini) and G. Streat (1.3 Mini), 3 m 25.2 s; 8. K. Ripp (1.3 Ripspeed Mini), 3 m 26.0 s; 9. D. Jones (1.3 Cooper S), 3 m 27.0 s; 10. W. Airey (1.0 Cooper), 3 m 29.6 s. Fastest aggregate: 1. Airey, 10 m 03.2 s; 2. Chapman, 10 m 6.8 s.

● First club to reach the national final stages of the Castrol MC quiz are 750 MC from Dundee who defeated twice previous champions Liverpool MC in a play off at Preston. This is the first time that a Scottish club has reached the national final and they are, of course, the Scottish champions.

In a dramatic evening all three clubs won one of their games in the regulation 40 m matches but because the timing equipment failed the deciding additional three matches had to revert to individual starters for each team member followed by team bonuses. In the final game 750 MC won by 20 pts to Liverpool's 10 pts but Liverpool were handicapped by the answering-buzzers which went on the blink at the vital moments.

In the Severn & South Wales region Bristol Aeroplane Co MC beat Welsh Counties by 15 pts in a close game in which Welsh Counties led until 5 m from the end.

● The second round in the National Drag Racing Club's recently announced championship will now be at Fulbeck Airfield, near Newark in Nottinghamshire on May 6. The venue is usually used for sprint meetings so should be in fine trim for the dragsters.

SPORTS EXTRA

Unpopular Fellows

For the second year in succession the national V. T. Fellows Production Car Trial, once respected as the best event of its kind in the country, fell below its former high standards last weekend.

On a new site—a good one—at Tattenhill, near Barton under Needwood, Staffs, the Shenstone & District CC never made full use of the potential of the ground available and few of the 24 sections laid out drew praise from any of the major competitors in any of the four classes.

Outright winner was Nick Brown driving a Dellow who dropped only 23 marks on a day when grip was at a premium for anything but an early class number and he had a handsome index of performance of 26.66 per cent to easily beat a determined Mike Hinde (Clan Crusader) who sailed away with the rear-engined class yet again. The other class winners were Mac Hazlewood (Mexico), who now leads the BTRDA championship with three class wins, and Phil Whatmough (Citroen Dyane 6), who also took the best newcomer award.



Nick Brown, the Fellows winner, with his Dellow.

In class order Whatmough, who late in the day confessed to running on 12 lb pressure and asked to be excluded when he discovered his error, led his 32-strong class throughout. Brian Midgley was only nine points adrift at half time in his 1275GT but in the second half Alf Williams, in a similar car came from obscurity to pip him. Whatmough's class winning total of 70 marks was only five better than Williams while Midgley fell to an 80 mark total for third place. Austen Rumney (1275GT) also came from well behind to finish fourth on 82 marks.

Only 14 cars contested the conventional saloon class and once again the Mexicos won the day quite easily. Championship leader Mac Hazlewood dropped 92 marks to have a comfortable 19 marks win over Jim Loveday, Brian Roe, formerly a Mini man, brought a Mexico along for the first time to

be third at half time and only five marks down on Loveday but he faded to fourth in the afternoon and was pipped by the venerable Skoda of Denis Wells who recovered well in the post-lunch session.

The inclusion of Dellows among the sports cars again brought the usual grumbles from those ranged against them but, that issue apart, Nick Brown deserved his victory for he outshone the other Dellow men by a huge margin. At half time he had dropped 14 marks to Jean Hazlewood's 43 marks having cleaned seven of the 12 sections and he dropped only another nine in the afternoon to finish 47 marks ahead in the class, second man being Mark Hayward the recent Valentine winner who had the misfortune to break his diff on the last section. Mrs Jean Hazlewood (Sprite) took the ladies' award on 75 marks having driven well and made the most of her early class number.

If the writing is on the wall in the sports car class—when Dellow are allowed—there is an equal threat to the Imp supremacy in the rear-engined class where the Clan Crusader is very definitely making its mark particularly when the driver is of the calibre of one Mike Hinde.

Probably because Hinde had a fairly late number in his class in the morning runs he went into lunch with the loss of a fairly hefty 25 marks, no less than 23 ahead of champion Bill Moffatt (Imp). But he socked it to 'em in right style in the afternoon as the hills dried and he had an early number and with only four marks to add to his total he cleaned up well and truly. Moffatt tried his hardest and dropped only 10 marks post-lunch and Chris O'Connor came through for third on 73 marks after another consistent performance in the ex-Brian Pickering Imp.

Overall: N. Brown (Dellow), 23 marks lost. Class winners: P. Whatmough (Citroen Dyane), 70; M. Hazlewood (Mexico), 92; M. Hayward (Dellow), 70; M. Hinde (Crusader), 29. Ladies: Mrs J. Hazlewood (Sprite), 75. Team: Dudley (Hazlewood, Hazlewood and Rumney).

Pearce : the man to beat

A dry day and a good reputation tempted all but one of the 32 entrants to the Clomore Trophy Trial at Burrington, near Ludlow. Under the eagle eye of BTRDA Trials Secretary, Ron Kemp, a dozen hills had been laid out amongst the wooded valley adjoining Newhouse Farm to tempt drivers into indiscretion. Although several hills wound their serpentine way through the abundance of trees in the area the ground was slippery enough to enable the organising club, the Sutton Coldfield & North Birmingham Automobile Club, to lay on some straight climbs where only gravity and adhesion were to stop the tortured tyres.

With both RAC and Semperit/BTRDA Championship points for the taking, most of the leading drivers had made the journey to the Welsh border country, though as the cars made their way in threes to the foot of the individual hills most people's money was already on Jack Pearce who is very much the man to beat this season, especially on his home ground. From the outset the scream of Pearce's Renault engine could be heard high up the banking as the Kincraft burned its way to the summit of the hills with lesser men struggling for grip on the treacherous surface.

With the first of the three rounds completed Pearce held a ten point advantage over Ivor Portlock (Dryad) with the loss of 19 marks with Lol Hurt upholding the honour of the North with third place (33 marks against him). The home club's onslaught continued with fourth, fifth and sixth places in the grasp of Bill Evans (Beva), Tony Harrison (Kincraft) and Bill Warr (Bilbo), a mere six points separating these three drivers.

Stockford's Cannon had already fallen by the wayside with gearbox troubles whilst Tony Smith's car was still running after a steering drop arm had been replaced by one taken from a wreck in the farmyard. Although he was no longer able to qualify for Championship marks, having failed to

attempt seven of the morning hills, he persevered from a pure enjoyment aspect.

The "lunch break that never was" marred the organisation, some drivers being asked to continue with the second round whilst others were informed that there would be a break. The resultant confusion caused something of a bottle-neck when the first of the afternoon's rounds commenced.

Little realignment of the hills was necessary during the afternoon, the drying ground making its own contribution to improved traction. Gordon Jackson at last began to show something like his true form with a round of 29 which elevated him to eighth spot after a poor morning which saw him in the bottom half of the field. Even so Pearce was able to improve upon his lead with a 14, giving him a margin of 18 over Portlock who turned in a 22 to net 51 overall. Hurt still retained his third place, but it was Tony Harrison who led the pursuit with 68 in fourth spot.

Whilst Colin Taylor had the bit between his teeth, leaping ten places into tenth spot, both Bill Evans and Bill Warr were beginning to loose contact with the leaders although under no real pressure other than from Charles Pollard in his immaculate Aberties. Last year's winner, Laurie Brown, retired his



The Fack twins wind up their Cannon.

Aberties with broken steering, joining Peter Highwood ((Hibex), Mike Smallwood (Delta) and John Fack (Cannon) as spectators following gearbox, differential and brake failure respectively.

Short of mechanical failure there was little likelihood of Jack Pearce being deprived of maximum Championship points and the Clomore Trophy as the cars commenced their final round, and any who had hopes in this direction were doomed to disappointment. Not content with an already convincing lead Pearce put in a tremendous final tour to add only five to his earlier losses and record by far the best round of the day.

With everything to gain Hurt pulled out the stops to come to terms with Portlock and only failed to oust the Birmingham driver from his second place by two marks. The next three positions remained unchanged from the second round, although Evans' car suffered a recurrence of the misfire which had cost him dearly during the morning. Clearly the changed condenser was not the complete answer to the troubles which it had seemed to be during the morning.

Norman Manser, whose undistinguished looking Cannon belies its climbing ability, had been slowly making good an indifferent opening round and at the close snatched eighth place from the luckless Pollard who had run into a disproportionate amount of trouble.

For the tyre connoisseur, Semperit took four of the first six places including the first place.

1. J. Pearce (1.6 Kincraft/Renault), 38; 2. I. Portlock (1.3 Dryad/BMC), 70; 3. L. Hurt (1.1 BMC Special), 71; 4. T. Harrison (1.5 Kincraft/Renault), 93; 5. B. Evans (1.3 Beva/BMC), 95; 6. B. Warr (1.5 Bilbo/Renault), 122.

DATSUN ROAD TEST REVIEW

SPECIFICATION AND PERFORMANCE DATA

Car tested: Datsun 180 B SSS fixed-head coupe, price £1498.69 including tax.

Engine: Four cylinders, 85 mm x 78 mm (1770 cc). Compression ratio 9.5 to 1. 115 bhp (gross) at 6000 rpm. Chain-driven single overhead camshaft. Twin SU horizontal carburetters.

Transmission: Single dry plate clutch, 4-speed all-synchromesh gearbox with central change, ratios 1.0, 1.312, 2.013, and 3.382 to 1. Hypoid final drive, ratio 3.7 to 1.

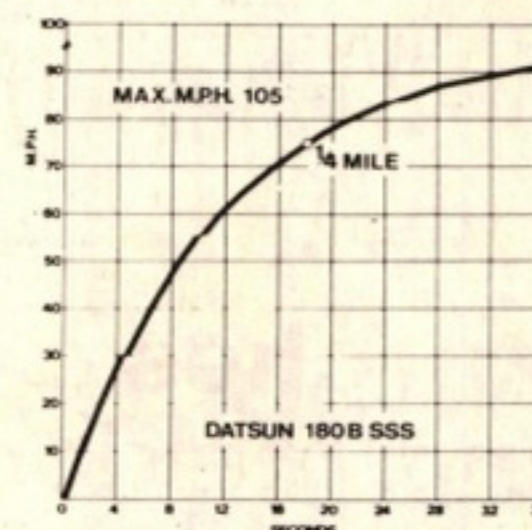
Chassis: Combined steel body and chassis. Independent front suspension by MacPherson struts with lower wishbones and anti-roll bar. Recirculating ball steering gear. Independent rear suspension by semi-trailing arms and coil springs with telescopic dampers. Servo-assisted disc front and drum rear brakes. Bolt-on steel wheels fitted 165 SR 13 radial-ply tyres.

Equipment: 12-volt lighting and starting with alternator. Speedometer. Rev-counter. Clock. Oil pressure, water temperature and fuel gauges. Heating, demisting and ventilation system with electrically heated rear window. Two-speed windscreen wipers and washers. Flashing direction indicators with hazard warning. Reversing light. Radio. Cigar lighter.

Dimensions: Wheelbase, 8 ft 2.4 in. Track (front) 4 ft 3.6 in. (rear) 4 ft 4 in. Overall length 13 ft 11.9 in. Width 5 ft 3 in. Weight 2260 lb.

Performance: Maximum speed, 105 mph. Speeds in gears: Third, 84 mph. Second, 56 mph. First, 30 mph. Standing quarter-mile, 17.9 s. Acceleration: 0-30 mph, 4.2 s; 0-50 mph, 8.5 s; 0-60 mph, 11.4 s; 0-80 mph, 20.6 s; 0-90 mph, 33.1 s.

Fuel consumption: 24 to 28 mpg.



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SPORTS EXTRA

Marches and Mexicos

Last weekend's Herefordshire MC Welsh Marches Rally was won by Dai Roderick/Mike Woodward after a trouble-free run in their Escort Mexico. They finished just under 1 m ahead of Russell Brookes/John Brown in this Escort Rally Championship round and Brookes finished about 3½ m ahead of the third place crew, John Edwards-Parton/Don Davidson in the Lloyd's Mexico.

By virtue of their second place Brookes/Brown win for themselves a "works" Escort RS1600 for two events which are yet to be announced, but one of which, at least, will be an RAC championship round. Their only rivals for this "quarterly" award in the Escort rally championship were Nigel Rockey/Paul White in the Hoopers Mexico. Unfortunately they spun off the road soon after the petrol halt when in second place.

The event itself was marred by a slightly ill-defined, but good, route and the inclusion of several quiet zones in the competitive sections. The latter point created quite a lot of controversy at the finish as the regulations had stipulated that there would not be a penalty at controls following such zones, although the zones in question were not mentioned in the route card. Originally Brookes was posted as the provisional winner 17 s ahead of Roderick, but a check on the penalties showed that at one such control Brookes had only dropped 1 m whereas Roderick had dropped 2 m. Anyhow, the organisers eventually decided to scrub all penalties at that control which meant that Roderick had won an Escort Rally Championship event for the first time.

The rally started as usual from Henly's Garage in Hereford at the early hour of 10.15 pm which resulted in several cars being baulked in the first few sections. First car away should have been Eric Jackson/Don Barrow in their RS1600, but the car failed the noise test so the crew had no choice but to non-start.

Almost an hour's run out led cars to the first control just east of New Radnor. From here the rally moved north and the first problem of the event arose when navigators were given a choice of route around Forest Wood, before TC3 which was just after the Radnor Forest ford. The easterly route was the shortest although it was rougher, but the westerly route is faster and easier to follow. John Barter/Dave Kirkham were one of the first cars to try the easterly route only to find that there was a locked gate so they had to go the other way anyhow. This was only the first example of this problem.

The ford itself drew its usual number of spectators to watch cars drown in the fairly deep water and as usual they were not disappointed. The Jones/Bevan Tudor Mexico was about the first to splutter to a halt and both Vicki Lambert's Horsmans Opel Manta and Pauline Wynn's Cooper S suffered the same fate. As there were no marshals at the TC4, Brookes' navigator, John Brown, cunningly turned round just past the deserted control flag and took the then obvious short cut, saving almost a mile. Brown is the past master at this kind of gambit and even at the start he had been checking whether or not the "blue-book" allowed turning round in a control, as the organisers had not given any

direction of departures.

The route then moved east across the map to the first of the three selectives, which was south of Llangurig. On the way there Steve Webster/Tony Newsom wanted to go opposite ways at a fork with the result that the Hodgson's Mexico hit the gate in between the two roads! On the selective, Bob Bean/Alan Greenwood retired after hitting a wall with the Ford-Sure car and Kevin Videan/Peter Valentine hit some of the resulting rubble and bent a wing, as did Tom Wilson/Martin Phaff in the TC Harrison's Mexico.

The last few time controls started just east of Llangurig and led to the petrol halt which was on the A492 near Llanidloes. On this loop Jerry Dodd dropped from the running after losing 13 m trying to change a puncture. Barter also lost some time, although not as much, with the same trouble. The order at the halt was Brookes, 9 m 41 s; Rockey, 11.47; Edwards-Parton, 11.57; Roderick, 11.58; George Hill, 14.01 and Andy Dawson, 14.03.

From the restart the route looped through Hafren Forest before moving further east to the second selective over the Nant-y-Moch reservoir road. Before reaching the selective, however, the lead changed considerably. Brookes suffered a puncture after hitting a rock near Hafren Forest and he lost 5 m changing it as the jack wouldn't work properly. Dawson/Tucker in the Willment Mexico hit the same rock but continued with his front anti-roll bar waving in the breeze. Videan retired at nearby TC26 when they had a halfshaft break, and only a few miles further on Rockey spun his Mexico and ended up in a ditch. Although he didn't damage the car it took them 8 m to regain the road.

On selective two, Brookes really set out to make up the time lost with the puncture and took over half a minute off Rockey over the section which was rather foggy on the high ground. Gillian Fortescue-Thomas, who had had a suspect time on the first selective in her Wipac Mexico, lost some time on this one when the lights started playing up. The section finished just east of Talybont and then competitors had the last string of time controls via Ponterwyd, Capel Bangor and Devils Bridge to the start of the final selective near Cwmystwyth. Again Brookes took fastest time, this time 15 s ahead of the next man, Roderick, over the fast mountain road. A relaxed section to the finish at the Metropole Hotel in Llandrindod Wells was all that remained before the finish.

KEVIN GORMLEY



Dai Roderick/Mike Woodward march on to a Mexico win.

1, D. Roderick/M. Woodward (Ford Escort Mexico), 20 m 29 s; 2, R. Brookes/J. Brown (Ford Escort Mexico), 21 m 12 s; 3, J. Edwards-Parton/D. Davidson (Ford Escort Mexico), 24 m 50 s; 4, A. Dawson/D. Tucker (Ford Escort Mexico), 24 m 52 s; 5, G. Hill/K. Wood (Ford Escort Mexico), 25 m 29 s; 6, A. Holbrow/J. Griffiths (Ford Escort Mexico), 29 m 41 s; 7, T. Rockey/P. J. Chitty (Ford Escort TC), 30 m; 8, N. Rockey/P. White (Ford Escort Mexico), 31 m 20 s; 9, C. Gardner/A. Hellyer (Datsun 1600 555), 32 m 57 s; 10, J. Barter/D. Kirkham (Ford Escort Mexico), 34 m 49 s.
Daily Express Ford Escort Rally Championship positions: 1, Brookes, 34; 2, Rockey, 31; 3, Edwards-Parton, 23; 4, Roderick, 17; 5, Bean, 16.

● Willments, the Ford Rallye Sport dealers of 189 Streatham Road, Mitcham, are putting on a racing car show and film show tomorrow (Friday). Admission free, starts 8 pm

Season preview—continued

After running in production saloon Hondas last year, Bill Sydenham is now running an S800 to have a go at the up to £1,200 class of this championship and has against it Spridgets and Spitfires.

That should give you some idea of what to expect from the sport this year. A more detailed programme was published in calendar form in our January 25 issue, and a limited number of these is still available from our Back Numbers Department (price 15p).

Many circuits produce pocket-sized programmes for the year, those from Motor Circuit Developments (Brands, Snetterton, Oulton and Mallory) and Silverstone being particularly worth while. They contain all admission prices, what's on details, where to stay and where to eat — excellent booklets considering they are free.

Except for the major internationals (where it is essential) it is not usually necessary to book grandstand seats in advance. It is possible, of course, and there are often price concessions if you do. If you're going regularly, don't forget the season tickets which represent enormous value, less than half price over the whole year. Advance booking can be completed through the relevant department of each circuit.

Having armed yourself with car, grandstand and paddock tickets, what's the best way of watching? Go to practice if you're not familiar with a certain circuit, and that will give you time to sort out the best viewing spots. You must take into account the nearness of the PA system, food, toilets, car parks and underfoot conditions. The public address system is useful for quiet periods between races, but once the cars are hell bent on the way to the chequered flag, there is very little chance of picking up the commentator's chat.

Catering facilities vary from circuit to circuit, but at no point are they good, varying from adequate to awful. However, as long as the spectator bears this aspect in mind—and they're probably no worse than at other outdoor sporting events—then he will not be disappointed. One member of the staff tries to avoid eating at the circuits, and there is no real substitute for a home-prepared picnic meal. A quarter of an hour's work by the girlfriend/wife/self the night before will save a great deal of aggravation on race afternoon.

And do bear in mind the fickle nature of British weather. Even if the sun is shining when you leave home and the forecast is good, it is worth while putting gum boots, anoraks, sou'westers and umbrellas in the boot — along with a flask of hot soup in the picnic basket. Talking about being prepared, Silverstone regulars have the spectating business down to a fine art. They arrive early, construct high, elaborate personal grandstands, complete with seats and windbreaks, and settle down to enjoy their sport. They are oblivious to the elements and the crowds down below on tip-toe peering over the earth banks.

Unlike the Continentals, who admittedly have the advantage of better weather, camping out hasn't fully caught on in Britain. Nevertheless, it is on the increase, and most circuits offer at least a separate field in which tents can be erected.

This article is essentially for the motor racing spectator, but let it not be forgotten that there are hundreds of other events taking place throughout the country — trials, production car trials, autocrosses, driving tests, sprints, hillclimbs and rallies. Autocross and hillclimbs, both of which have thriving RAC and BTRDA championships, are perhaps the most spectacular for racing fans.

But for something completely different, why not try the Avon/Motor Tour of Britain, a Group 1 "mini Tour de France" to take place on July 6-8? Or perhaps even venture into the forests for the Castrol/Fram Welsh Rally (May 11-13), Scottish Rally (June 2-6), or the fabulous, unique RAC Rally of Great Britain (November 16-21)? The racing man is sport starved then anyway, and as a round in the World Rally Championship, the RAC will attract all that is best in this branch of the sport, including Lancia, Datsun, Ford, Opel, Saab, Fiat, Alpine, et al.

Whatever else, 1973 will never be dull!

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SPORTS EXTRA

Mawby hat-trick at Snetterton

Ian Mawby continued his monopoly of Snetterton Sprint meetings with his third consecutive BTD. This time his FA Lotus 69 was the only car to break the 100 s barrier at the CUAC event on Sunday despite sounding distinctly off-song. CUAC attracted their best sprint entry for several seasons, the list topping the 80 mark for this London Counties AMC Championship round.

Two classes for unmodified saloons, which had to be driven to the event, opened the afternoon. Keith Jarman's Cortina Mk 1 GT easily took the smaller category while Graham Ayris, more noted for his autocross exploits, gave a great display with his Capri 3000 GT. The 1-litre modified saloon battle was an all-Mini one. Despite keeping to a low rev limit Graham Boulton just managed to pip local rival Berny Tester for the pot by 0.2 s, the victory being more sweet since Tester was running a full 1-litre engine against Boulton's 850. The rest of the class was just as close, Mike Gibson beating Chris Bates by just over a second for third place although Bates was lucky to be running at all, David Jacob having flipped the car in practice.

Just for a change David Render forsook his Ginetta-Buick for a Cooper S and produced two class-winning runs. Brands winner Brian Williams' only opposition in the largest saloon class came from Peter Bull who was sharing the Escort TC with him. David Wansborough (Elan) set 119.3 s with his first run in the unmodified sports section and both he and Jon Dooley (Alfa Giulia TZ) stopped the clocks 0.1 s later on their second runs. Robbie Gordon's Porsche Carrera took the largest unmodified sports class on looks alone.

Malcolm Beer and Midget were their usual untouchable selves, their class-winning 1300 mod sports time being fifth quickest of the whole day. Ron Collins took another of the Robbie Gordon Porsche stable, this time a 911S, to victory in the larger capacity band. Just as Mawby had little opposition in his class David Orbell could have cruised each lap from the Esses and still won his. The U2 driver's best effort was a round 100 s on the second run. Simon Castle's familiar Cooper-BMC T76 took the final class after Mawby had taken BTB in 95.1 s in the misfiring Lotus.

BTB: Ian Mawby (1.6 Lotus-Norvic 69 BDA), 95.1 s.
Class winners: Keith Jarman (1.5 Ford Cortina GT), 129.2 s; Graham Ayris (3.0 Ford Capri 3000 GT), 120.5 s; Graham Boulton (850 BLMC Mini), 119.5 s; David Render (1.3 BLMC Cooper S), 113.9 s; Colin Bigmore (1.1 Ginetta G.15), 130.7 s; Brian Williams (1.6 Ford Escort TC), 109.1 s; David Wansborough (1.6 Lotus Elan), 119.3 s; Robbie Gordon (2.7 Porsche Carrera), 108.9 s; Malcolm Beer (1.3 MG Midget), 109.8 s; Ron Collins (2.2 Porsche 911S), 115.7 s; David Orbell (1.6 U2 Mk11B), 100.0 s; Simon Castle (1.0 Cooper/BMC T76), 110.1 s.
Best CUAC resident: Mike Peel (1.6 Ford Escort Mexico), 127.0 s.
Best CUAC veteran: Simon Davey (1.0 BLMC Cooper S), 121.4 s.

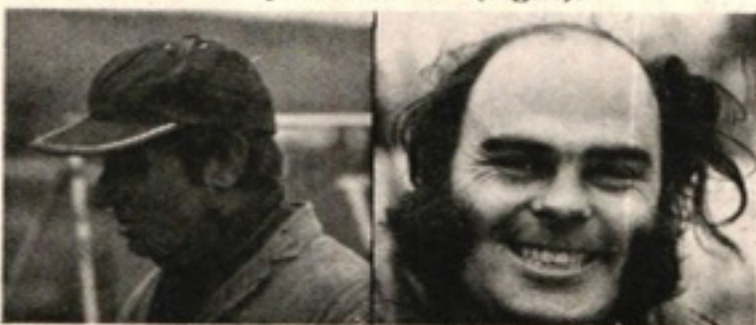
● RAC National Championship positions as at February 28:

Sporting Trial Championship: 1, J. R. Pearce, 56; 2, L. Hurt, 54; 3, I. H. Portlock, 52; 4, A. P. Harrison, 42; 5, M. O. R. Smallwood and G. L. Jackson, 27.
Duckhams Production Trial Championship: 1, W. Moffatt, 29; 2, M. Hazlewood, 22; 3, M. Hinde, 17; 4, M. Haywood, 15; 5, D. Hobbs, 14; 6, C. O'Connor and J. Simmons Hodge, 13.
RAC Autotest Championship: 1, J. M. Larkin, T. J. Smith, D. Tearle, T. Mears and P. Noad, 9.



Ken Bailey's March 722 retires to the paddock at Silverstone with a broken cwp.

Winners, at Lydden Tom Airey (left), and at Silverstone Tony Strawson (right).



Quick change

North Wales CC came close to having to cancel the second round of the BTRDA Production Car Trial Championship on February 25 when a deluge the day before ruined the original site for the Snowdrop Trial.

Stalwart of the club and well-known competitor Roy White, however, came to the rescue with knowledge of another site and with 20 sections laid out in double quick time the event was back in business. Major award went to Mike Hinde in the red Crusader which is beginning to leave the Imps standing whatever the conditions. He dropped 76 marks to beat Bill Moffatt (Imp) by 10 marks, pulling out the winning advantage in the afternoon.

Best net performance of the day was that of Austen Rumney who dropped only 66 marks to win the front-engined FWD class in his 1275GT, but his index dropped him to third overall. Rumney led an all Midland trio in the class with Alf Williams second and Phil Darbyshire third, both Mini mounted. Mac Hazlewood scored another class win in the conventional class with his Mexico on 106 marks, but Dave Slater's Anglia Estate showed fine form to take second three marks ahead of Denis Wells (Skoda) on 117 marks. Mike Harrison and Jean Hazlewood argued all day about the right to the sports car class trophy, Harrison winning the argument by just three marks in his Midget on 117, while John Newton brought his Mk 1 Sprite home in third.

Hinde, Moffatt and Hobbs were within a point at lunch but as the pressure increased Hinde moved into a gentle but firm lead and Hobbs dropped right out of contention near the end and allowed Mike Leech, another Imp man, to nip into third spot.

Overall: M. Hinde (Crusader), 76 marks lost. **Class winners:** A. Rumney (1275 GT), 66 marks; M. Hazlewood (Mexico), 106; M. Harrison (Midget), 117; W. Moffatt (Imp), 86.

● Driving a brand new Simca Rallye in which he intends to do only selected production trials but take in other type of events, former "Pop" man Peter Saunders won the Owen MC's closed-co-promoted Snowy Mountain Trial at Greensforge, near Wolverhampton on February 25. He lost seven marks on 36 sections to pip his near neighbour and rival Brian Betteridge (VW).

Overall: P. Saunders (Simca Rallye), 7 marks lost. **Class winners:** G. Spencer (Cooper), 43 marks; B. Addison (Mexico), 144; J. Sandbach (Austin Opal), 112; B. Betteridge (VW), 14.



CLUB
CAMEO

Organisers of last Saturday's Silverstone clubmen's meeting were the Midland AC. But the Midland AC are far more famous for their Shelsley Walsh hillclimb, which is the only motoring event in the world which has run continuously at the same venue (except for the interruption of two world wars) since 1905.

The Club was founded on January 11, 1901, and held its first hillclimb on the public highway, the Garcott event on the Birmingham-Alcester road. In 1903 and 1904 the club staged two hillclimbs, at the Sun Rising hill on the Stratford-Banbury road, hence the club's rising sun motif. In 1905 one of the Lanchester brothers of Lanchester car fame founded Shelsley Walsh and winner of the first event there was E. M. C. Instone whose Daimler won the event on a formula basis, in 77.6 s. E. M. C. Instone is, in fact, father of one of the club's current vice-presidents, C. R. Instone.

Since then, the history of the club relates with their Shelsley Walsh hillclimb and the notable achievements at their beautiful venue near Worcester. Sir Henry Segrave (Sunbeam) and late Earl Howe (Bugatti) were among competitors in the twenties, and Raymond Mays lowered the hill record with his Vauxhall Villiers in 1929 to 45.6 s, which was reduced a year later by Hans Stuck to 42.8 s in his Austro Daimler. Basil Davenport, who still competes to this day, set BTB in 1926, 1927 and 1928 with his twin-cylinder Frazer Nash Spyder. Between 1934 and 1939, Raymond Mays' ERA was only beaten once, in 1937 by A. F. P. Fane, and after the war, Mays continued his winning form between 1946 and 1948 although Ernie Lyons' solo Triumph motor cycle achieved BTB on one occasion, in 39.44 s.

The early fifties events were dominated by the late Ken Wharton in his supercharged Cooper 500 and ERA before Tony Marsh came along to lower the hill record to 33.54 s. Peter Boshier-Jones established BTB in 1963 and 1964 before Marsh returned to win in 1965 and 1966. In the latter years, the late Martin Brain lowered the record to 30.72 s and the first sub 30 s climb was recorded by David Hepworth's 5-litre Hepworth in 29.64 s. The record now stands to MAC member Mike MacDowel on his 5-litre Brabham BT36X with a time of 29.29 s.

Other famous names to compete in MAC Shelsley events have been Stirling Moss who competed in a Cooper, winning his class on every occasion, and the late Peter Collins who was a regular competitor between 1949 and 1951.

Although the Midland AC's main interests lie with their Shelsley Walsh hillclimb, they organise an annual clubmen's meeting at Silverstone, sprints, film shows, dinner-dances, etc. Significant events this year are an RAC Sprint Championship round at Curborough on April 15 and the Shelsley Walsh RAC Hillclimb championship rounds on June 10 and August 19, while a smaller Shelsley Walsh hillclimb meeting takes place in July.

With a growing membership of around the 650 to 700 mark, the Midland AC is one of this country's foremost hillclimbing clubs and famous hillclimber Tony Griffiths is chairman of the club. Gerry Flewitt runs the club from 4 Vicarage Road, Edgbaston, Birmingham.

● Newcomers to the sprint scene are Peter and Betty-Ann Bodle from King's Lynn, Norfolk, who have purchased an ex-works Alexis Mk 15/18 to contest the ASEMCC sprint championship. Sponsorship has been obtained from Sun-Tune. Peter drove it to third in class at the CUAC Snetterton meeting on Sunday.

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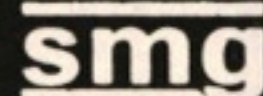
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AUTOCROSS MINI COOPER, 997 cc engine just rebuilt, 649 cam, twin 1 1/2 in SUs, 'S' distributor, full harness, roll cage, new electrics, pump, coil, etc. With trailer, just built, full brakes, lights, etc. Addition to family reason for low price, must sell, £145. Geoff Strong. Tel: 021-770 5477 business or 021-744 8049. (10)

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ROLLING CHASSIS in immaculate condition, 9in x 11in with Dunlop intermediates, Varley trailer, some spares, £425. 997 cc, all steel, side draught, twin 40 DCOE, dry sump, Cosbay, £225. 1098 cc block, Slipper pistons, head to suit. Complete, £50. Two sets steel rockers, £10 each. Lots more. Write G. Gaw, 36 Silverstream Gardens, Bangor, N. Ireland. (10)

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FORMULA 1

MARCH 713, M. HOLBAY. Complete car less gearbox. £1,200 for quick sale. Tel: Stubbington 3085. (10)

AUTOSPORT, MARCH 8, 1973

FORMULA 1200

MILMOR downdraught head, 46 lida, dry sump, close ratio sprite gearbox, wishbone front suspension. Williams harness, trailer. £295. Tel: 01-656 0191. (10)

FORMULA FORD

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This car would take any engine from a 1000 cc MAE to a Twin Cam and could therefore be used in F4, Libre, Hills and Sprints this year, with a view to Monoposto in 1974.
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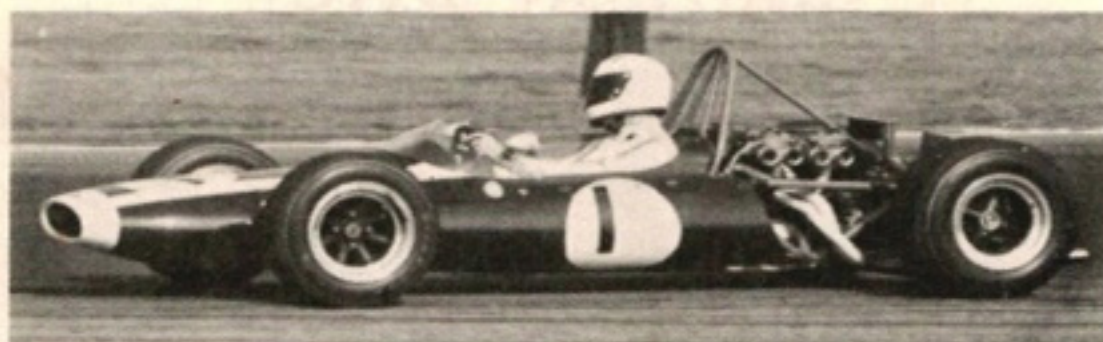
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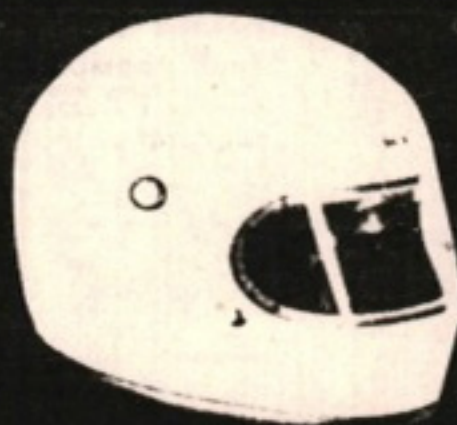
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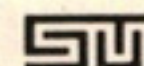
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